

F1 Aston Martin's plan to beat the best

AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

23 SEPTEMBER 2021

STARS THRILL AT GOODWOOD

**Jenson Button makes debut in
Revival's dramatic return**



PLUS

Hill shoots into **BTCC** title contention

Herta wins as Palou edges towards **IndyCar** crown



Product of the environment

When polar ice melts, it harms habitats as far away as Asia and Africa. In 2022, conservationist (and Christopher Ward Challenger) Tom Hicks will lead an expedition to the North Pole to measure ice melt rates for the David Shepherd Wildlife Foundation (DSWF). On his wrist will be the C60 Anthropocene GMT. Able to monitor two time zones at once, waterproof to 600m and with a sapphire dial that recalls polar ice, it can withstand whatever the Arctic throws at it. And with five percent from the sale of each watch going to DSWF, it's playing its own part in the fight against climate change.



**Christopher
Ward**

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Revival back with a bang as top cars and drivers battle it out

Goodwood never disappoints. While it sometimes attracts an unappealing 'better back then' attitude, skating over the elements of the past that were less than wonderful, the sights, sounds and stars of the Revival are invariably a highlight of the racing season.

After a year out, it was great to see the event back – and enthusiasts flocking to the West Sussex venue. As Marcus Pye shows in our bumper Goodwood report on page 18, it's very difficult to pick a single highlight. My favourites were probably Phil Keen's mighty drive in the Lotus 30 (above) and the battle of the 1950s sportscars in the Sussex Trophy, but there was plenty of tin-top and single-seater action, too.

It was a shame that the Revival clashed with the British Touring Car event at Croft, preventing more stars joining the sideways fun, but the BTCC also rarely lets you down. It was great to see Jake Hill, one of the rising stars of the series, finally taking his first win of the year, though it still looks as though Ash Sutton is going to take some catching in the championship contest (p30).

One clash that has been avoided is that between the Silverstone Classic and Oulton Park Gold Cup in 2022. Autosport has long lamented the lack of calendar coordination in some areas, and it's good to see that the Gold Cup move (p55) means racers and spectators will be able to attend two of the UK's big historic events next year.



Kevin Turner

Kevin Turner
Chief Editor

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NEXT WEEK
30 SEPTEMBER

Russian Grand Prix

Who will strike next in the duel between Hamilton and Verstappen?



COVER IMAGES

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PIT & PADDOCK

- 4 Aston puts end to Vettel exit speculation
- 6 F1 eyes new FP1 rookie rule
- 8 BTCC teams in option-tyre confusion
- 10 Dovizioso back, but details sketchy
- 13 Russian Grand Prix preview
- 15 Opinion: Alex Kalinauckas
- 16 Guest column: Lawrence Stroll
- 17 Feedback: your letters

RACE CENTRE

- 18 Goodwood Revival report
- 30 Hill climbs into BTCC contention
- 36 Herta wins, Palou closes on IndyCar title
- 40 World of Sport: DTM; World Rallycross; ELMS; NASCAR Cup; MotoGP

CLUB AUTOSPORT

- 53 Hitech GP joins British F4 for 2022
- 54 Ginetta team returns after fire
- 56 Replica Sierra RS500 hits the track
- 59 Opinion: Stephen Lickorish
- 60 National reports: Croft; Castle Combe; Mallory Park; Snetterton; Donington Park; Brands Hatch

FINISHING STRAIGHT

- 70 What's on this week
- 72 From the archive: 1991 German GP
- 74 What could have been: JYS at Ferrari

SUBSCRIPTION OFFER

- 58 Special deals for Autosport

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Vettel's not retiring just yet, although there were options on both sides for next season

DUNBAR
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IMAGES

ASTON QUASHES VETTEL 2022 EXIT SPECULATION

FORMULA 1

Aston Martin has put to bed any talk of a shock exit for Sebastian Vettel by announcing that he will race for the team in 2022 alongside Lance Stroll.

Four-time F1 world champion Vettel linked up with Aston Martin for 2021 after being forced out of Ferrari, striking an agreement with the Lawrence Stroll-owned squad to cover this season "and beyond". But it emerged in recent weeks that options had to be taken up on both sides for the contract to roll into a second year, with delays leading to suggestions that Vettel could be set to leave the team. Vettel said at this month's Italian Grand Prix that there was "no news" to share, while team principal Otmar Szafnauer slammed talk of tensions growing as "100% nonsense".

Aston Martin finally put an end to the speculation with its announcement last week. "I am really looking forward to racing the new generation of F1 cars," said Vettel, who had weighed up retiring from F1 after

Ferrari opted to replace him with Carlos Sainz Jr for this season. "Their look is very different and the new technical regulations should give us cars that can race much more closely than recently. More exciting racing will be great for the drivers as well as for the fans.

"The changes are so big that every team will be starting from a new beginning, so it will be a great opportunity for us at Aston Martin. I believe in the strength of our new growing team, so I am already looking forward to 2022."

Szafnauer made clear prior to the announcement that Aston Martin was not considering any other drivers for next season, having seen the majority of the market fall into place already. "It was a multi-year deal, but there are options on both sides," he said. "So when you have options on both sides, then there's some details that you negotiate up to the deadline of your time window. That's exactly what's happening now.

"If there was any doubt in our minds, then in July, when all these other people were thinking about, 'Should I go to Williams or should I go to Alfa Romeo?', or all that kind of stuff, we would have been having those conversations. But we didn't."

In the weeks leading up to the announcement, Aston Martin also moved to deny a rumour that Stroll Sr had made an approach for Fernando Alonso after the team owner was said to have met with his manager Flavio Briatore. "Lawrence Stroll did not offer a drive to Fernando Alonso, as has been reported in some media," a team spokesperson said. "Lawrence had lunch with Flavio Briatore in Sardinia during the summer break. Lawrence and Flavio are friends. They have lunched together in Sardinia many times over many years. It was a social occasion, nothing more."



New factory and windtunnel a cornerstone of Stroll Sr's ambition



Stroll, Szafrnauer and JCB chief Lord Bamford ready for shovel work

WORK BEGINS ON NEW ASTON FACTORY

Aston Martin is expanding rapidly in line with Stroll Sr's five-year target to be battling at the front.

One of the cornerstones of the project is the construction of a new factory and windtunnel at Silverstone. Ground was broken on the site last week, representing the official start of an 18-month construction and installation phase of the new 400,000 square foot headquarters.

"It is inspiring to look at where we are now in the context of the architectural and organisational challenges and ambitions that lie ahead," said Stroll. "Our new buildings reflect not only the scope of our determination to become a world championship-winning force, but also the scale of our growth and development as an organisation."

"I feel strongly that any building is a powerful representation of the people who work within it. It is exciting to think that the entire team will be in its new home by the end of 2022 or the start of 2023."

LUKE SMITH

P16 LAWRENCE STROLL



F1 sprint races under review as changes loom

FORMULA 1

Formula 1 is to review the format of its Saturday sprint races for next year, opening the door for them to become standalone events that do not replace qualifying.

F1 staged its second 100km sprint race at Monza earlier this month (above), but the event offered little overtaking or action, leading to criticism of the format from drivers and team bosses. A third sprint race is planned for Interlagos in November.

F1 managing director of motorsports Ross Brawn revealed to Autosport ahead of the Monza weekend that plans were in place to review the current format ahead of a possible expansion to more events. One move could be that the sprint races become standalone events next year, meaning the result of the Saturday race would not define the grid for the Sunday grand prix as it currently does. This individual sprint race could lead to a higher number of points being awarded to the top finishers than the current 3-2-1 format.

"There's a number of things we can do, and a number of ways we could do it," Brawn told Autosport. "So I think that's being studied at the moment. There are some ideas, and we'll present them to the FIA and the teams and go from there."

The format review has given Ferrari hope that its long-running push for F1 to use reversed grids

to spice up the show could come to fruition, having seen the bid get blocked by Mercedes last year.

"Having a mini-race on Saturday with the inversed grid compared to the championship, I think that idea can be interesting," said Ferrari F1 chief Mattia Binotto. "I think that for the show and the spectacle, it can be of interest. I think whatever your position on the classification, that is bringing some extra spectacle, and that's important for our fans. It's important for the entertainment that F1 may offer."

But Mercedes was unmoved in its opposition to reversed grids, team boss Toto Wolff warning that it would be "diluting the DNA of the sport". "Reverse grids can be done in junior formulas, where you want to see the overtaking ability of drivers," he said. "It's not something we should even come close to in Formula 1."

Wolff felt that the current sprint race format "doesn't give a lot of benefit" to teams, but warned against making radical format changes. "I don't think these are the regulations we should try [to hit] with a baseball bat," he said. "We have too much responsibility for our sport to just freestyle with the regulatory changes. If Brazil proves to be an exciting race, then maybe there will be appetite to continue. But some of the suggestions that have come up are just confused."

LUKE SMITH AND JONATHAN NOBLE



Brawn plans compulsory FP1 rookie running

FORMULA 1

Formula 1 sporting chief Ross Brawn has confirmed that plans are in hand to make rookie running compulsory in Friday practice from 2022.

Teams have long had the opportunity to run junior drivers on Fridays, but only a few have used it of late due to a lack of track time, with Williams and Alfa Romeo among the regulars.

It has yet to be determined on how many weekends

teams will have to run a rookie next year, but one complication is that it will have to be dovetailed with the sprint-race schedule, because for such events FP1 is the only chance for race drivers to run before qualifying.

"Friday running is coming in," said Brawn. "On Friday, each team will have to run FP1 with a rookie. And we're being very careful about how we define a rookie. I think next year they'll need to run a young driver on a Friday,

every team, a certain number of occasions."

Asked about the lack of race seats for those drivers to progress to, Brawn added: "Look who we've seen come in: George [Russell], Charles [Leclerc], Max [Verstappen]. So there is the opportunity there. It's great to try and help, but I don't think we're lacking in young drivers coming through into F1."

Several teams do not have young driver programmes, notably McLaren, and will

now have to begin a search for suitable candidates. "We were very supportive in putting mandatory sessions in place at the post-season tests," said McLaren boss Andreas Seidl.

"It's very hard for rookies nowadays with all the limited testing to get seat time. So we're very happy with that, and we are also in favour to promote this even further. It is the discussion we are having with the other teams, FIA and F1."

ADAM COOPER

919 Hybrid chief Enzinger steps down

PORSCHE MOTORSPORT

Fritz Enzinger, who oversaw Porsche's hat-trick of Le Mans 24 Hours victories in 2015-17, is stepping down as the boss of the German manufacturer's motorsport department. The Austrian, who has turned 65, will be replaced at the top of Porsche Motorsport by Thomas Laudenbach, who is returning to the marque after eight years with Audi.

Enzinger had the incongruous title of vice-president of LMP1, which meant he headed up the 919 Hybrid project that ultimately brought Porsche's tally of Le Mans wins up to 19 and also yielded a trio of World Endurance Championship drivers' and manufacturers' title doubles. He was one of the key players in the success of the project along with team principal Andreas Seidl, the same position he now has at the McLaren Formula 1 team, and technical director Alex Hitzinger.



Enzinger was given a coordinating role as the head of motorsport across Porsche parent company the Volkswagen Group on the withdrawal of the marque from LMP1. He then assumed the top job at Porsche Motorsport at the beginning of 2019 when Frank-Steffen Walliser was promoted within the company, insisting that one of his primary jobs would be to find a successor.

Laudenbach, 53, was head of racing powertrains at Porsche in 2005-13, in which time he oversaw development of a line of engines that included the 3.4-litre normally aspirated unit in the back of the RS Spyder LMP2. He was recruited by Audi Sport to

become its head of electrics, electronics and energy systems, which gave him a key role in its LMP1 and Formula E programmes.

Michael Steiner, the board member at Porsche responsible for motorsport, said: "We cannot thank Fritz Enzinger enough for his enormously successful work over the past 10 years: he shaped an era at Porsche Motorsport that led us to incredible triumphs and title wins. We've always used the racing platform as a test laboratory for the latest technologies. Thomas Laudenbach has everything it takes to successfully continue on this path."

GARY WATKINS



Grosjean close to Andretti drive

INDYCAR

Formula 1 podium finisher-turned-IndyCar rookie star Romain Grosjean is moving ever closer to Andretti Autosport for 2022, with speculation that he will be confirmed this week as veteran Ryan Hunter-Reay's replacement.

Hunter-Reay's exit from Andretti after 12 seasons was announced last week. Grosjean (above), who it is believed first had contact with team principal Michael Andretti as early as May this year, has scored two runner-up positions and a third place for Dale Coyne Racing in his maiden IndyCar season. It has also been confirmed to Autosport that Grosjean will be accompanied in his move by his current race engineer Olivier Boisson.

It's increasingly probable that two-time Indy 500 winner Takuma Sato will replace Grosjean in the Coyne with RWR car, not only because Coyne believes the Japanese driver can deliver him a Brickyard triumph but also because it fits in neatly with car co-owner Rick Ware's sponsor Nurtec, which is eager to expand in Japan.

The identity of Sato's team-mate in such a scenario is open to debate, with Ed Jones likely to be let go. Favourite for the Coyne car co-owned by Jimmy Vasser and James

Sullivan is David Malukas, who has scored seven Indy Lights wins this year and lies second in the series. It is understood that Vasser and Sullivan would prefer to run Lights points leader Kyle Kirkwood – especially if he captures the crown and brings \$1.25m scholarship money – as they have been impressed not only with his open-wheel results but also enjoyed working with him in IMSA outings in their Lexus team. Yet how much say they have is presumably dependent on the size of their sponsorship package, and Autosport understands that principal sponsor SealMaster's future in IndyCar is in doubt.

Elsewhere, McLaren CEO Zak Brown has clarified the situation over Arrow McLaren SP's much-rumoured third car. "Once we get going on a third car, whenever that is, which won't be the start of [2022], we'll then run a third car [full time]," he said. "We're not going to be in and out... For sure, we'll run a third car in 2023, maybe we'll get that out at some point in 2022."

Asked by Autosport if ex-F1 McLaren driver Stoffel Vandoorne, present in the Laguna Seca paddock last weekend, was a candidate, he replied: "Stoffel would definitely be under consideration. I think he's a very good racing driver."

DAVID MALSHER-LOPEZ

NASCAR CLASH VENTURES INTO THE COLISEUM

NASCAR

NASCAR will hold its annual pre-season Clash race at the Los Angeles Coliseum.

The Clash at the Coliseum (sounds like a 1970s live album we'd very much like to hear – ed) on 6 February will form part of the venue's centennial celebration and will be the first time NASCAR's prelude to the annual Daytona 500 will take place somewhere other than the Daytona International Speedway.

The Coliseum's surface will be converted into a quarter-mile, asphalt short track. The exact configuration of the track is still being determined, with various iterations of the surface being tested on iRacing.

"Los Angeles is synonymous with major sports and entertainment events, so we seized an innovative opportunity to showcase NASCAR at the Los Angeles Memorial Coliseum," said Ben Kennedy, NASCAR's senior vice-president of strategy and innovation. We're thrilled to have the opportunity to take centre stage in this market as we get our 2022 season under way."

This season was the first time the Clash has not been run on the Daytona oval track, and instead was held on the speedway's road course (below).

The Cup Series teams that participate in the 2022 Clash – which likely will have more than 25 competitors – will use the Next Gen car, which is still undergoing its final on-track testing. The styling and composition of the new common Dallara-made chassis has allowed the Next Gen cars to better replicate the identities of their showroom counterparts.

JIM UTTER



BTCC teams fined for Croft tyre mix-up



BTCC

Five teams have been fined by British Touring Car Championship organisers for running the wrong tyres in last weekend's round at Croft.

Croft was the final one of four rounds in 2021 where the BTCC featured use of an option tyre. Each car must use the option rubber at least once during the season in race one of a round, race two and race three. Heading into Croft, some competitors had already done this so had a free choice, but others had not so were locked in to using the softer Goodyear in a specific race.

While some competitors, including title contenders Jake Hill, Tom Ingram, Colin Turkington and Josh Cook, used the option tyre in the race in which they were obliged to by the regulations, six drivers did not. These were Dan Rowbottom (Team Dynamics Honda), Jason Plato (Power Maxed Racing Vauxhall), Chris Smiley and Jack Butel (Excelr8 Motorsport Hyundais), Sam Smelt (Speedworks Motorsport Toyota) and Aron Taylor-Smith (Team Hard Cupra).

The five teams were each fined £1000 by series organiser TOCA, with no further penalty. "All those drivers it affected didn't score any championship points [in the races

in question], so it didn't make any difference," explained BTCC supremo Alan Gow. "It would have been churlish to put them at the back of the grid [for this weekend's round at Silverstone]. That wouldn't have achieved anything, because half are at the back of the grid anyway."

Gow added that, had any of the leading scorers from Croft erred on tyres, the penalty would have been harsher. "If as a result of putting the wrong tyres on for that race you did very well, it would be a different result," he said. "You would exclude them or take them out of the points."

MARCUS SIMMONS

Skelton becomes latest British winner at Spa

LE MANS CUP

British single-seater graduate Josh Skelton became the fifth UK driver to win a round of this season's Le Mans Cup when he triumphed at Spa last Saturday.

Skelton followed in the footsteps of double victors Colin Noble/Tony Wells and opener-round winners Tommy Foster/Michael Benham in Belgium,

sharing a Cool Racing Ligier with French teenager Antoine Doquin.

Doquin led throughout the opening stint before handing over to Skelton, who pulled away to win by over 34 seconds from the sister Cool Ligier of Geordie pro Matt Bell and American amateur Maurice Smith. Bell was on a charge up the order in his stint, and passed Leo Weiss, in the Phoenix Duqueine started by

Thorsten Kratz, with five laps remaining.

"There's a lot tyre degradation round here, so once I got handed the car I just had to look after the tyres, manage the gap and make sure we had enough tyres left at the end in case of a safety car," said Skelton. "It worked out in the end."

Noble and Wells finished fifth, and lead the standings going into the final round at the Algarve circuit.



JEP/MOTORSPORT IMAGES

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'Great Race' to head festival

BATHURST 1000

The Bathurst 1000 will serve as the Supercars season finale for the second year running, this time as part of a six-day festival of racing at Mount Panorama.

Supercars has effectively joined forces with rival promoter the Australian Racing Group to create the six-day Super Bathurst, which will feature elements of both the postponed Bathurst 1000 and ARG's Bathurst International meeting.

The two events were initially scheduled as separate entities in November, but the ongoing COVID-19 outbreak in New South Wales forced a switch to this combined effort, which will run from 30 November to 5 December. Supercars and ARG working hand in hand comes as a bid involving the latter to buy Supercars from current owner Archer Capital has been all but green-lit. There were some significant commercial hurdles to clear, though, with retail rivals Repco and Supercheap Auto the naming rights sponsors of the 1000 and International respectively.

The packed Super Bathurst undercard will feature Super2, TCR Australia, S5000, Carrera Cup, GT World Challenge Australia, Touring Car Masters, Trans Am,

SuperUtes and Toyota 86s.

It's expected that NSW will have reached a level of vaccine coverage by then that will end the Sydney lockdown and could even mean crowds are allowed through the gate. But state borders are still likely to be an issue, with Queensland teams anticipating they'll need to quarantine to return home, while Victorian capital Melbourne struggles with its own COVID-19 lockdown.

As it stands, Bathurst is the only one of the five events required by the Supercars broadcast agreement to finish the current season locked in. Planned events at Winton, Phillip Island and Surfers Paradise have all been cancelled. For Winton and PI the issue was the restrictions in Victoria, while the Gold Coast 500 was deemed too risky given the cost of a street circuit build, despite Queensland being COVID-free.

The season is expected to resume with a double-header at Queensland Raceway in late October, potentially as part of a 'hub' arrangement that will facilitate getting the Victorian and New South Wales teams over the border. It's likely that will be followed by a double-header at Sydney Motorsport Park, which may feature an all-in pre-Bathurst 1000 test in between.

ANDREW VAN LEEUWEN

IN THE HEADLINES

NEALE TO DEPART McLAREN

McLaren veteran Jonathan Neale is to leave the company after two decades of service. Neale, who joined in 2001, was managing director and then chief executive of the Formula 1 team. He then stepped away from the F1 squad in 2016 upon Ron Dennis's departure to become chief operating officer of the McLaren Group.

SHEDDEN COPS PENALTY

Three-time British Touring Car champion Gordon Shedden had his licence endorsed with two penalty points and was reprimanded for his controversial shunt with Jade Edwards last month at Thruxton, after an investigation at last weekend's Croft round. From the jumbled restart after the safety car that caused, Dan Rowbottom was penalised one second, dropping from 14th to 16th, for making up places before the start/finish line. Further penalties were dished out for Croft misdemeanours to Chris Smiley and Rowbottom (each got a reprimand and two points) and Aron Taylor-Smith (verbal warning).

AWARDS TROPHY REWORKED

Famed Italian design company Pininfarina has revamped the Autosport Awards trophy. The new trophies will be handed out for the first time at this year's event at London's Grosvenor House on 19 December. "We are honoured to have been invited to help modernise such a legendary motorsport symbol," said Pininfarina CEO Silvio Angori. "Having been rooted in the automotive industry for more than 90 years, our design concept for the new trophy speaks to a history and tradition that we are passionate about."



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GOLD AND GOOSE/MOTORSPORT IMAGES

Dovizioso is in, but mystery shrouds new Yamaha team

MOTOGP

Yamaha has announced new factory MotoGP deals for Franco Morbidelli and the returning Andrea Dovizioso for 2022, while its new satellite squad born out of the departing Petronas SRT has been named as RNF Racing.

Dovizioso has been on the sidelines since losing his factory Ducati seat at the end of 2020, with the three-time MotoGP championship runner-up carrying out a testing programme with Aprilia with a view to a full-time 2022 return. Maverick Vinales's departure from Yamaha to Aprilia closed the door on this avenue, although Dovizioso wasn't likely to commit to Aprilia anyway. With Yamaha promoting Morbidelli to the factory squad to replace Vinales, Dovizioso has been drafted in to take his fellow Italian's place at SRT for the rest of 2021.

Dovizioso will remain with the squad as it becomes RNF after penning a deal directly with Yamaha that means he will receive full factory support. While Morbidelli's 2022 deal was all but confirmed prior to the recent San Marino GP, Yamaha surprisingly later announced that it had locked the three-time MotoGP race winner into a two-year deal.

While Dovizioso's presence on a factory-spec Yamaha has been confirmed, it is so far the only detail about RNF Racing to be announced. Formed only at the beginning of this month in the wake of the decision by Petronas and Sepang Racing to quit MotoGP at the end of 2021, its initial

statement contains no news on sponsors, team structure or even a deal with Yamaha. Team boss and owner Razlan Razali won't even reveal what RNF Racing stands for, only that it is a name with personal significance.

It is understood that the deal with Yamaha isn't yet agreed, despite Dovizioso signing directly to the marque for 2022. On top of that, the atmosphere within the team appears to have soured among key senior figures. RNF was due to be helmed by former Sepang circuit CEO Razali and team director Johan Stigefelt, but it now appears that a rift has formed between the pair, with Stigefelt's involvement in RNF not mentioned in the team's announcement. It is also unclear what involvement current team manager Wilco Zeelenberg will have. All of this comes on top of continued uncertainty over the identity of Dovizioso's team-mate for 2022, with SRT Moto3 rider Darryn Binder originally linked with a step up aboard what would be a lesser 'B-spec' Yamaha.

Ex-racer Michael Laverty announced last week that he would be buying the assets and motorcycles from the outgoing SRT Moto3 squad to form the VisionTrack Honda team, with the target of rearing young British talent in grand prix racing. The team will field Scott Ogden and Josh Whatley and will make its debut in 2022.

Yamaha also confirmed to Autosport last weekend that it was evaluating a Moto2 entry in 2022 with Valentino Rossi's VR46 Master Camp.

LEWIS DUNCAN

Simmons gets onto F3 grid

FORMULA 3

Leading GB3 contender Ayrton Simmons will make his debut in the FIA Formula 3 Championship this weekend at Sochi with Charouz Racing System. The 20-year-old Hispanic-Essex racer will replace Hunter Yeany for the season finale, with the American unable to race due to clashing commitments in the US.

Simmons, an Aston Martin Autosport BRDC Award finalist in 2019, and who is also on the shortlist for this year's competition, sits second in the GB3 standings after taking four wins this season. He has previously raced in Euroformula Open and Asian F3.

Simmons only completed the deal to race last Thursday, so he will head to Russia with no experience of the FIA F3 car, the current specification of Pirelli tyre or the circuit.

"We'd been in touch with Charouz for a number of weeks discussing budget plans for next year and we've got a good relationship with them, and they gave us a ring and let us know about the drive," said Simmons. "I think it's a great opportunity for me to learn as much as I can and it's great to be racing at the same venue as F1. We're not looking to set the world on fire, but it's a good opportunity to get a good result and open the eyes of a few people in the paddock and get the attention of sponsors. It helps to promote yourself."

Simmons will join Logan Sargeant and Zdenek Chovanec in the Charouz line-up. Prema Racing's Dennis Hauger is at the top of the standings by 43 points from Trident-run fellow Red Bull protege Jack Doohan, with 65 on offer.

STEFAN MACKLEY





February start for IndyCar

INDYCAR

Next season's IndyCar Series will kick off as early as February.

IndyCar has revealed a 2022 schedule that comprises five street-course races, five on ovals and seven on road courses. But arguably the most noteworthy aspect of the calendar is that the series' traditional opener at St Petersburg will run in late February. It is the first time the schedule has started in that month since 2004, when the Homestead oval – also in Florida – hosted the opening round (above).

Iowa Speedway's return after a one-year hiatus is more significant than was originally anticipated since it will become the only double-header of the season. Texas Motor Speedway is back down to one race, and has shifted forward to March, while the Detroit Belle Isle fixture has returned to its traditional slot a week after the Indy 500, but will feature just a single IndyCar race for the first time since 2012.

That said, the Indianapolis Motor Speedway road course will feature two races – one in its regular mid-May slot, and the other as part of the 'Brickyard' weekend with NASCAR in July.

Long Beach was pushed to the end of the

INDYCAR CALENDAR

ROUND	VENUE	DATE
1	St Petersburg	27 February
2	Texas Motor Speedway	20 March
3	Long Beach	10 April
4	Barber Motorsports Park	1 May
5	Indianapolis	14 May
6	Indianapolis 500	29 May
7	Detroit Belle Isle	5 June
8	Road America	12 June
9	Mid-Ohio	3 July
10	Toronto	17 July
11	Iowa Speedway	23-24 July
12	Indianapolis	30 July
13	Nashville	7 August
14	Gateway	20 August
15	Portland	4 September
16	Laguna Seca	11 September

season this year due to crowd restrictions in California in response to the COVID-19 pandemic but will return to its traditional April slot in 2022, allowing Laguna Seca to host the season finale.

DAVID MALSHER-LOPEZ

IN THE HEADLINES

DI GRASSI GETS DTM DEBUT

Abt Sportline's 2016-17 Formula E champion Lucas di Grassi is to contest the final two rounds of the DTM next month, at Hockenheim and the Norisring. The Brazilian will race a fourth Abt-run Audi R8 LMS GT3 as a guest entry alongside team regulars Kelvin van der Linde, Mike Rockenfeller and Sophia Floersch. Di Grassi is on his way to the Venturi Racing FE team for 2022, and the DTM ride has been described by Abt chief Hans-Jürgen Abt as a "little Formula E farewell present".

COLAPINTO LOSES A WIN

Franco Colapinto has lost the second of the two Formula Regional European Championship by Alpine wins he racked up at the Red Bull Ring the weekend before last. Notification came through four days after the event that the Argentinian was one of 16 drivers given time penalties for track-limits offences. Colapinto is relegated to fourth, with runaway series leader Gregoire Saucy promoted to the victory.

BEARMAN SCORES AGAIN

Ollie Bearman extended his German Formula 4 series lead with another win at Hockenheim last weekend. Van Amersfoort Racing ace Bearman won the first race and led the second before being passed by US Racing's Tim Tramnitz, ultimately dropping to fourth. He was second in the reversed-grid finale. Luke Browning scored two thirds with US, and was joined at the team by Irishman Alex Dunne, who has transferred from Spanish F4 and claimed two seconds.

ELMS TO REVISIT OLD HAUNTS

The European Le Mans Series will return to the Hungaroring and Imola next season. The Hungarian and Italian tracks, which have been absent from the schedule since 2013 and 2016 respectively, are part of a six-round calendar that kicks off at Paul Ricard next April.

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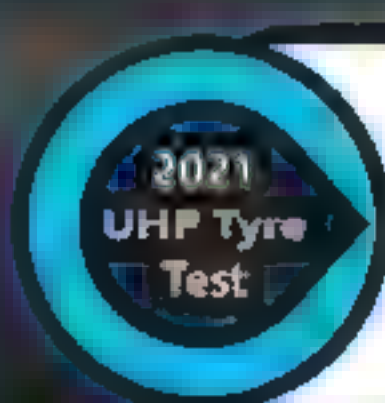
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F1 RUSSIAN GRAND PRIX PREVIEW



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FP1 0930 FP2 1300

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QUALIFYING 1300

Sunday 26 September

RACE 1300

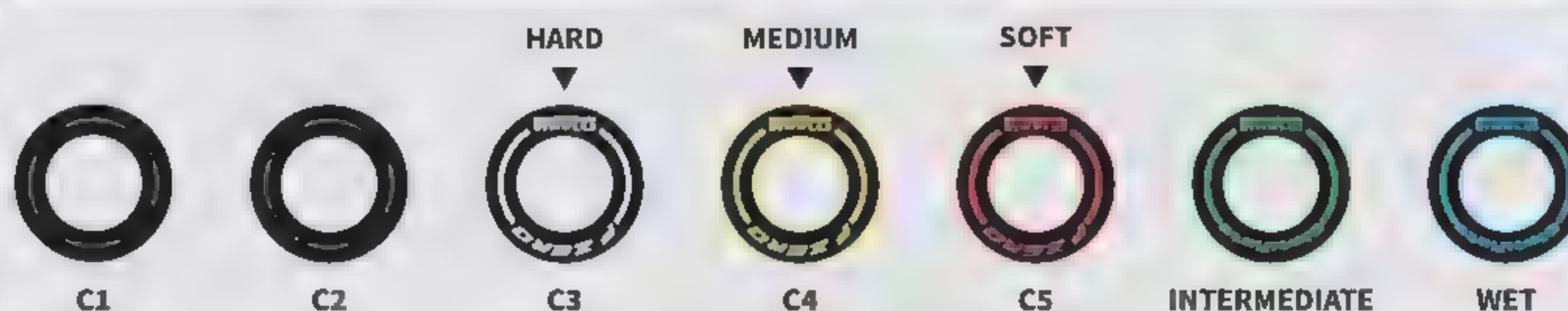
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CHAMPIONSHIP POSITIONS

Drivers

1	Verstappen	226.5
2	Hamilton	221.5
3	Bottas	141
4	Norris	132
5	Perez	118

Constructors

1	Mercedes	362.5
2	Red Bull	344.5
3	McLaren	215
4	Ferrari	201.5
5	Alpine	95



RACE STATS

Previous winners

2020	Valtteri Bottas	Mercedes
2019	Lewis Hamilton	Mercedes
2018	Lewis Hamilton	Mercedes
2017	Valtteri Bottas	Mercedes
2016	Nico Rosberg	Mercedes
2015	Lewis Hamilton	Mercedes
2014	Lewis Hamilton	Mercedes
1914	Willy Scholl	Benz
1913	Georgy Suvorin	Benz



Best results

Hamilton	1st x 4
Bottas	1st x 2
Vettel	2nd x 2
Verstappen	2nd x 1
Raikkonen	3rd x 2
Perez	3rd x 1
Leclerc	3rd x 1
Ricciardo	5th x 1
Alonso	6th x 2
Sainz	6th x 1

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CHAMPIONSHIP LEADER:

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Title fight is far from F1's worst

Hamilton and Verstappen's clashes do nothing for the quality of the championship battle, yet they pale beside the cynical tactics that two F1 legends resorted to

ALEX KALINAUCKAS

The *Schumacher* Netflix documentary did many things extremely well. Against a backdrop of well-chosen archive footage and images, an impressive range of talking-head contributors from the seven-time world champion's Formula 1 career was assembled to discuss his achievements and legacy. Contributions from many — including, perhaps best of all, Jean Todt and Ross Brawn — articulately explained the complexities of character behind such a legendary figure. But they ultimately took a back seat compared to the expressions of love and devotion from Schumacher's family.

There were problems with the film. Notably, it omitted large parts of Schumacher's F1 career and several controversies, although Brawn's memories of Jerez 1997 were wonderfully unsanitised. There was also a sense that *Schumacher* did not reveal anything new about his career but, given the success of *Drive to Survive* in bringing F1 to a new audience, this was likely not the ultimate point of the production. In any case, Jerez 1997 and Suzuka 1990 — relevant to the documentary's story because of Schumacher taking on F1's leading-figure role following Ayrton Senna's death — are worth thinking about in 2021.

F1 is now nearly two weeks removed from Max Verstappen and Lewis Hamilton having their second crash of the season. Unlike at Silverstone, the Italian Grand Prix incident removed both from

“Hamilton has typically been excellent at delivering as the pressure builds ever higher”

contention. Just like at the British race, the Monza clash unleashed a wave of background toxicity on social media. But neither incident came close to the controversies of the 1990 Japanese GP or 1997 European GP (or, for *slightly* different reasons given it involved an already crashed and damaged car, the 1994 Australian GP).

Silverstone and Monza were controversial and needed judging after the fact with, in my opinion, both incidents correctly sanctioned. Both also were scarily close calls that could have led to serious injury, but they were very near to being declared racing incidents. And neither comes close to the particular cynicism at play in the controversies at Suzuka or Jerez.

With the Monza incident still very fresh, F1 heads to Sochi this weekend for the eighth Russian GP since the race joined the calendar in 2014. After this event a year ago, the pair of penalties

Hamilton was awarded for conducting illegal pre-race practice starts meant he was briefly on the verge of a race ban before the penalty points he had also been initially given for those incidents alongside the in-race time addition were rescinded.

For the few hours before sense prevailed, having one of F1's cleanest high-profile racers in such a position was a travesty. Hamilton simply hasn't been involved in any incidents along the same cynical lines as those involving Senna and Schumacher and which stain their respective reputations. The same could be said for Verstappen, although his career is shorter so far, and 2021 his first experience of an F1 title battle.

With that in mind, F1 2021 is really entering its end game now. If Red Bull can inflict a first ever defeat for Mercedes in the Russian GP — a record stretching back to 1913 given Benz's pair of pre-First World War triumphs in what was then a St Petersburg event — it will begin the title run-in as the heavy favourite.

The team has already rocked Mercedes at its previous strongholds at Paul Ricard and, to a certain extent given that F1 never got to see how a full grand-prix-distance battle would play out between Hamilton and Verstappen, Silverstone (judging by the Dutchman's sprint race win there). The Sochi track is also rather similar to Baku, with its long straights, succession of medium-speed 90-degree turns and smattering of high-speed stuff. This bodes well for Red Bull given its pre-blowout dominance in the Azerbaijan GP. Tyre performance will again be a key consideration to success this weekend too, although for a different reason than Baku — instead, the Sochi layout tests rear tyre wear far harder towards the end of a lap, especially on Pirelli's softest compounds.

The continuing opening-up of global travel restrictions means that, at the time of writing, the concluding events of the 2021 season feel more certain to take place than those in 2020 did a year ago. There are set to be two new events among the season's concluding chapters, although the Qatar replacement for Australia is still yet to be formally announced, yet Hamilton has typically been excellent at delivering as the pressure builds ever higher while the final rounds tick by. This has even been the case when he hasn't necessarily had the season's best car, such as in his fight with Sebastian Vettel and Ferrari in 2018.

If it therefore turns out to be the reigning champion winning in Sochi — the Baku event did after all come before Mercedes introduced its Silverstone upgrades — then the unfamiliar pressure on Verstappen increases further.

So, how then might the outcome of the upcoming race impact the nature of any further clashes and potential crashes between 2021's two fierce rivals? Such results, good or bad, will rightly go down as major pieces of F1 history. Perhaps one day, this tale too will be further immortalised in a tell-all streaming series... ❧



Building the dream

The scale and scope of creative thinking harnessed to conceive the Aston Martin Formula 1 team's new headquarters is matched by its lofty ambitions on track

LAWRENCE STROLL

I am old enough to remember the 1989 Kevin Costner movie *Field of Dreams*, in which Costner plays an Iowa farmer who builds a baseball pitch in his cornfield that attracts the ghosts of legendary baseball players from the past. It's a hokey but fun movie — most memorably, however, it introduced the phrase, 'If you build it, they will come' into our cultural lexicon. It is the idea that — somehow, somewhere — by reaching out and creating something inspiring, you can attract the right people into your world.

I set out to conceive Aston Martin Cognizant's new Formula 1 factory with that concept in my mind. We already have a fantastic team working together in a small but highly functional factory environment — but we want to improve that workspace. Too often, it feels as though we unnecessarily expend energy to accommodate the environment, and I want us to fix that, but without losing the unique *esprit de corps* that unifies us.

And that does not start with an architectural blueprint for a building. It starts with discussion groups; with gaining an understanding for what our people want; what currently makes their jobs worthwhile; and what they might need to make them better. We literally went around every department in the factory and dug deep to discover what worked, what did not work, and what was needed so that we could build the ultimate F1 team. A lot of that was obvious: bigger and better facilities, proximity

“Providing opportunities for mental and physical health to everyone isn't an optional extra”

to adjoining departments, more spaces in which to meet and communicate, ample car parking. But we also learned a lot more: people dedicate their lives to F1, and they need facilities that help them live happily and healthily within the workplace.

Only once we were armed with that vital information did we start speaking to architectural practices about bringing that disparate set of variables to life; about creating a factory and a home in which to house our people and their creativity. The result, I hope you will agree, is spectacular (see page 4). As well as giving people the state-of-the-art equipment and resources they need to work properly, we expanded our ideas to create the ultimate working environment.

In the past 18 months, we have learned a lot about how people live and work. They take their work home with them, they bring their home life into work with them, so we wanted to reflect the

changing balance of life and work; ultimately looking ahead to the ways we will be working 10 or 20 years from now.

We rethought the whole notion of a factory. We have created a collaborative, social workspace — one where departments can meet and talk; where ideas can cross-pollinate; and where free thinking is encouraged. We will still be laminating front wings — just like everybody else — but in a space that feels fresh, new and positive.

Elsewhere, we have incorporated a restaurant and a coffee shop that will serve fantastic, healthy meals to provide the fuel for our ideas. We are landscaping outdoor recreation spaces, including a walking track and running circuit, and a fitness centre with state-of-the-art gym equipment, dedicated fitness trainers and opportunities for all our staff to exercise. I'm a firm believer that providing opportunities for mental and physical health to everyone is not an optional extra, but a necessity that adds a sense of wellbeing and peace of mind to the entire workforce.

Our offices are open-plan, featuring spaces that can be adapted as we grow: alongside desk space, we are also providing creative areas for meetings, small rooms for individual Zoom/Teams calls, and small hubs where handfuls of people can meet to work collaboratively. We will build filming and photographic studios so that our comms and marketing teams have the space to create professional-quality work for our fans and partners. That flexibility is key to ensuring we remain agile and adaptable in the years ahead.

In an additional building, we will also create an exhibition and innovation space, where we can host meetings and events for our partners, guests and staff, created with that same philosophy of a flexible working space for all.

Finally, the campus will house our brand-new windtunnel — the first time the team has ever had a best-in-class on-site aerodynamic facility — which will significantly increase our capacity to develop and refine our aero performance. For our technical team, it will be a huge and meaningful step forward.

We are living in the era of data, and our new HQ will benefit from comprehensive 'smart factory' connectivity. Cloud data will push our supply chains along, autonomously power our machining and production processes, and regulate and optimise our entire working environment. To that, we are indebted to our title partner Cognizant, which is working with our developers to ensure that we will have the most advanced digital infrastructure in the world.

Despite all our efforts to transform Aston Martin Cognizant digitally and physically, one message is clear: a building is only as great as the people within it. As such, we are creating a great home for our great people, and we are actively scouting for more. If you like what you hear, and you are determined to win in whatever sector you work in, come and talk to us. We are thinking ahead, as you are too, and we can do it together. 🏆



We have a truly fantastic spectacle before us. Let's hope that ongoing discussion and feedback leads to all drivers just staying the right side of bonkers, but only just!

ANDY RHODES

Don't buy the 'What, me?!' line

In response to Kevin Turner's column 'Ruining the title battle' (16 September), while I agree that drivers — Max Verstappen included — need to temper their 'enthusiasm' in the heat of battle, I simply don't buy the 'What, me?!' extolled by Lewis Hamilton on occasion.

I have always admired his racecraft since GP2 days, but make no mistake, he's a wily old stoat! Mid-corner at Stowe (yes, back to that one!) Max flicked left, wheels still ahead. Lewis's tyres were either still too cold to make the apex else he chose not to make it and run Max out wide... Either way, Lewis should've backed out.

Irrespective, what we have here now isn't so much Senna versus Prost V2, more a glimpse of where Senna versus Schumacher may have gone but for tragic intervention. Remember, Lewis has always cited Senna as his greatest influence, albeit Lewis has proven form that is *generally* far cleaner.

On the plus side, we have a truly fantastic spectacle before us, between two absolute titans of the sport. Let us hope that ongoing discussion and feedback leads to all drivers just staying the right side of bonkers, but only just! They're racers, not chauffeurs, after all.

Andy Rhodes
Harrogate

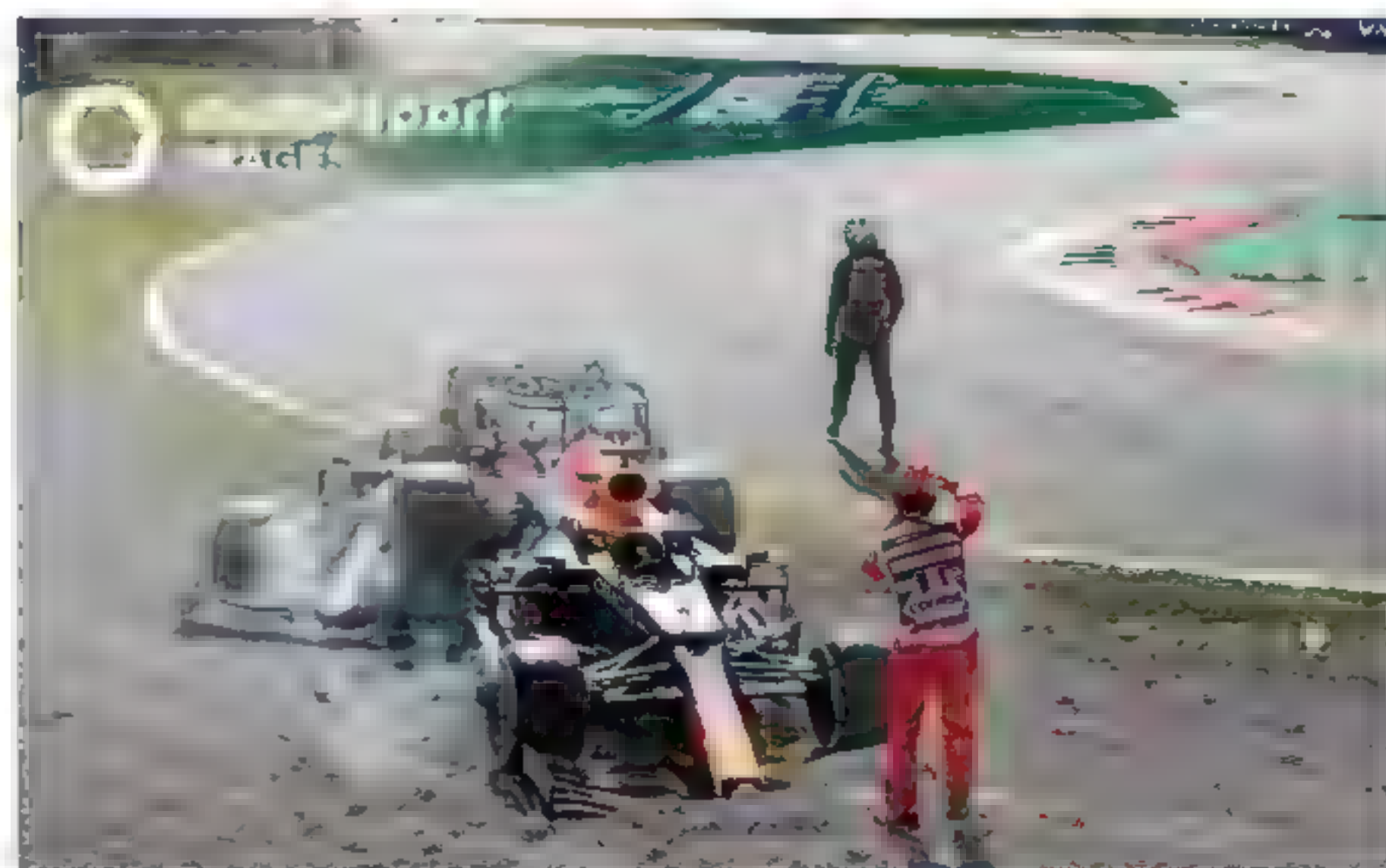
Learning when to go, when to wait

What a well-balanced column by Kevin Turner last week, which considers carefully and rationally the fine balance of blame and ambition that the Formula 1 contenders face.

Is Lewis Hamilton now in the position of being challenged by his former self? Is he now faced by the same 'go for every gap', 'rat up a drainpipe' forcefulness that he once showed? (vide passing three rivals in one go through the Becketts/Chapel complex in GP2). If so, he has since learned the fine and difficult balance of when to go, when to wait. The result? He has become one of the Greatest Of All Time.

Will Max Verstappen learn this and enjoy a long period of success, or will his legacy be slightly tainted by an over-ruthless style, as may be said to apply to certain other past masters of the sport?

We want to watch and be excited by his championship challenge.



Personally, I don't mind who wins, I just want to see the contest. But if the rivals can't shake hands at the end of the day, it ain't a sport anymore — not even on Sunday afternoons.

John Ashmole
Spalding, Lincolnshire

Walking away without a backward glance

The accident between Lewis Hamilton and Max Verstappen at Monza showed us all something of real concern no matter who is to blame. I find it unforgivable that Verstappen simply walked away without a backward glance to check that Hamilton was uninjured. In the same situation I feel certain Hamilton would never have acted in such a hot-headed manner. I am also disappointed that nobody in the coverage noticed this or made comment.

Paul Caldwell
Widnes, Cheshire

A one-race ban would have been more fitting

In my humble opinion the grid-place penalty handed out by the stewards at Monza to Max Verstappen was paltry and should have been a one-race ban!

Denis Davidson
Hertfordshire

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Bryant ends his wait as stars return to Goodwood

Jenson Button led a plethora of big names at the 23rd Revival, which provided fantastic action and a long-awaited victory for one of its stalwarts

MARCUS PYE

PHOTOGRAPHY RICHARD STYLES AND  motorsport
IMAGES



Bryant finally
scored RAC TT
Celebration victory,
sharing Cobra
with Turner

Charging Keen recovered brilliantly to take Whitsun laurels in monstrous Lotus 30



A painful hiatus since the last Revival Meeting clearly increased appetite and effort on both sides of the barriers, as privileged racers entertained spectators who returned in strong numbers to be part of motorsport's most wonderful costume drama. For COVID and post-Brexit logistical reasons, the strong international flavour of previous years was missing, yet onlookers were treated to stunning action over three days, all bar Sunday morning bathed in glorious sunshine that emboldened the colour of the occasion.

"A special weekend after two years of misery," summed up the Duke of Richmond and Gordon, praising the stoic Festival of Britain and Goodwood spirit that his historic estate, mirroring struggles worldwide, has battled to weather. As three Rolls-Royce Merlin-engined Spitfires wheeled in the sky daily, as a poignant reminder of RAF Westhampnett's wartime role, a welcome newcomer to the Revival was 2009 Formula 1 world champion Jenson Button, who enjoyed his Historic racing debut in Jaguar E-type and AC Cobra.

Among the manifold achievements on track, enthusiasts cheered Olly Bryant's victory — partnered with Aston Martin endurance ace Darren Turner — in the Royal Automobile Club Tourist Trophy Celebration. After so many close calls and heartbreaks, he finally landed the success his family craved with the ex-Tommy Atkins/Roy Salvadori AC Cobra that retired from the 1964 TT. Bryant and Turner were jointly awarded the Will Hoy Trophy for best performance in a closed car.

Those watching at trackside or via live-streamed broadcasts also witnessed an astonishing performance by Phil Keen who, racing a beast of a Lotus 30 for the first time after an acclimatisation session at Hethel, recovered from a grassy excursion to win the Whitsun Trophy sportscar race on its debut in Peter Burton's ownership. Not since Jimmy Clark aced the Lavant Cup in April 1965 with a Team Lotus entry — on a day when the Scot also won the F1 and saloon car races —

had a 30 topped the podium here. Keen's performance earned him the coveted Rolex Driver of the Event timepiece.

Talking of Clark, Andy Middlehurst won the Glover Trophy in John Bowers's Type 25 — like the 30 run by Classic Team Lotus — for the seventh time. That matched Mark Gillies's personal tally following an extremely hard-fought Festival of Britain (the Goodwood Trophy, rebadged for 2021 to honour an extraordinary on-event celebration) race win in Dick Skipworth's ERA R3A, his sixth bearing the marque's flag.

English Racing Automobiles founders Raymond Mays and Peter Berthon's subsequent brainchild, British Racing Motors, had its moment of glory too, when Ben Mitchell pulled off a stunning Richmond Trophy victory on a wet Sunday morning. Seventy years since BRM's world championship debut and driving the car that 'Le Patron', period Goodwood racer Robs Lamplough, has owned for 50 years, the stars aligned in the presence of BRM royalty.





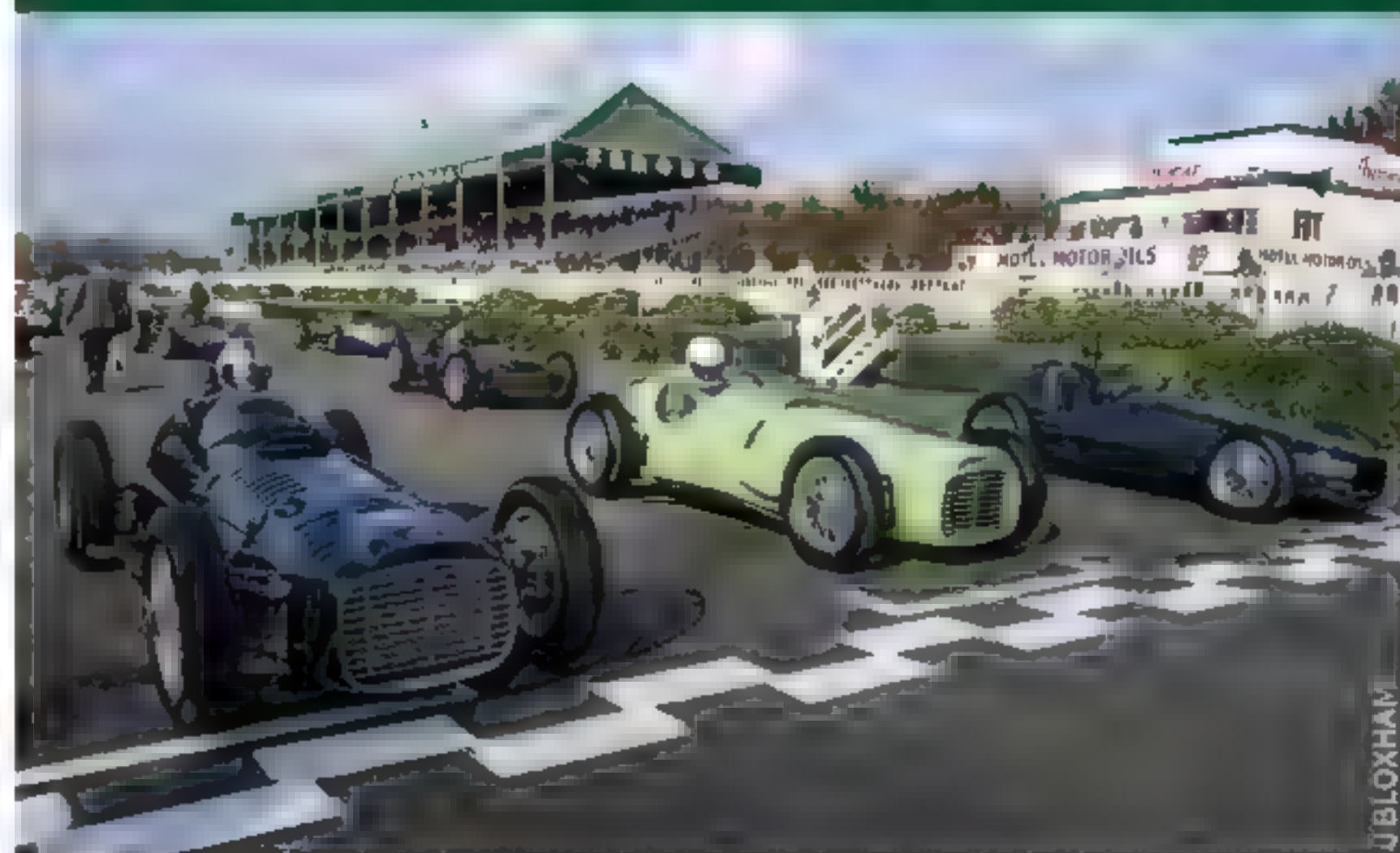
“Stanley opened strongly in the pre-1963 GT race, pursued by Martin Brundle and Minshaw”

Top gun was James Cottingham. On Friday, with Harvey Stanley starting this time, the duo reprised their 2020 Stirling Moss Memorial Trophy pre-1963 GT win at the SpeedWeek event in DK Engineering's Huffaker Jaguar E-type, racing into the sunset. More memorably, Cottingham completed an odyssey by landing the Sussex Trophy gold in his Ecurie Ecosse Tojeiro-Jaguar. Recreated from the remains of the one-off wrecked by Masten Gregory in the 1959 TT, it had previously finished in podium places six times, four with Barrie Williams, besting at second in 2009.

Changes at Goodwood centred on a campus reshuffle with two additional infield areas: one adjacent to the Freddie March Spirit of Aviation park, served by a footbridge over the start straight; the other a shopping village alongside the Lavant Straight. Paddock extras included the Stardust Casino and Earl's Raceway, a high-octane corral showcasing dozens of street rods and full-bodied 'gasser' dragsters that marked the National Hot Rod Association's birth. A gridful of V8 monsters opened the circuit each morning.

After a day of Official Practice, as qualifying was known in the British Automobile Racing Club's 1948-66 era, the svelte narrow-wheeled pre-1963 GTs opened the race programme with Jaguars to the fore. Harvey Stanley opened strongly, pursued by Martin Brundle in a Pearsons Engineering car and Jon Minshaw. The leaders made their stops simultaneously after 13 laps, but Cottingham lost time when, with only two personnel permitted to tend the cars, the gloved Stanley struggled to secure his harness as a colleague cleaned the screen. >>

BRM CELEBRATION RECALLING A BRITISH F1 ENIGMA



Almost certainly the greatest collection of BRM cars assembled in one place – one of every significant four, eight, 12 and 16-cylinder engined models – illustrated the marque's chequered history at Goodwood, with members of the Owen family and team personnel presiding over the daily cavalcades.

British Racing Motors has a special place in enthusiasts' hearts, having attempted some outrageously complicated feats of engineering, including creating V16 and H16 engines, in trying to find advantage over rivals.

No fewer than four original supercharged 1500cc BRM V16s were present at Goodwood, where Reg Parnell won the Type 15 model's first races – a five-lap Woodcote Cup Formule Libre sprint and the 12-lap Goodwood Trophy – on 30 September 1950. And the early BRMs often competed at the circuit.

The first of three brand-new V16s, which Rob Hall exercised alongside father Rick in a pale green original and Andy Willis in one of two P30 Mk2s, was at the Revival (above). Rick joined the BRM team as an apprentice in the 1960s alongside his late pal Rob Fowler, and made his post-Formula 1 career servicing the cars worldwide.

The only surviving original Type 25, in which Swede Joakim Bonnier won the 1959 Dutch Grand Prix (and in which Gary Pearson has won races at the Revival) was running. As Rick Hall explained, its sister cars' chassis were reconfigured into rear-engined P48s, although some have been reverted.

Damon Hill, world champion son of BRM's 1962 world champion and 10-time BRM GP winner Graham, 1965 Italian GP and 1966 Monaco GP victor Jackie Stewart, and Richard Attwood starred as the moving history book

spanning the marque's 17 world championship GP victories was unleashed in a cacophony of sound.

At the opposite end of the roll-of-honour from the Type 25, beyond the Tony Southgate-designed Yardley P153s, Classic Formula Fordster Jake Shortland was privileged to drive the Marlboro-liveried P160 in which Jean-Pierre Beltoise took BRM's last GP victory thanks to a virtuoso wet-weather display at Monaco in 1972.

Also running were the technically interesting Rover-BRM gas turbine Le Mans car and the Hepworth family's massive BRM Chevrolet P154 Can-Am contender.

BRM-engined chassis from other marques were also present, topped by Jim Clark's 1966 United States GP-winning Lotus 43 restored by Andy Middlehurst.

**“DAMON HILL,
JACKIE STEWART
AND RICHARD
ATTWOOD STARRERD
AMID THE MOVING
HISTORY BOOK”**



Stirling Craufurd Moss was the most successful driver in Goodwood's history, since winning his first major race on the motor circuit's opening day – a three-lap 500cc event by the small matter of 25.8s in a Cooper-JAP over Eric Brandon – on 18 September 1948, the day after his 19th birthday.

Moss went on to win 21 events on RAF Westhampnett's perimeter road, including four successive RAC Tourist Trophy races (of the peerless seven on his CV) in Aston Martin DBR1s in 1958-59 (storming back after a fire to win the world sportscar championship for Aston in the later year) and Ferrari 250 GT Berlinettas in 1960-61, both of which were present.

In the first Revival since Moss's death in April 2020, it was fitting that the great man was remembered not only with the GT race bearing his name, but also a special gathering of the cars and the people that had been so important in his life.

Lady Susie, Stirling's wife and constant companion since 1968, was present – together with their son Elliott and his daughter Alison – and led the parades in his 1955 Mille Miglia-winning Mercedes-Benz 300SLR (above) as tributes were paid to the greatest all-rounder in motorsport history.

"He had a natural affinity with Goodwood – if he loved the circuit the circuit loved him," said the Duke of Richmond and Gordon on what would have been Moss's 92nd birthday. "Stirling celebrated his 70th, 80th and 90th birthdays at the Revival and, while he couldn't be at the first Festival of Speed in 1993, he supported the event at every opportunity."

Sir Jackie Stewart was one of many to salute the hero who inspired hordes of fans and later drivers alike. "Stirling was the absolute perfect racing driver. An amazing man, he carried the sport with such style," said the three-time world champion of the epitome of British sportsmanship.

Annie and Jim Strudwick, the first-aiders who rushed to Moss's side when he suffered the crash that ended his frontline racing career on Easter Monday 1962, were guests of honour at Goodwood, chauffeured around the circuit in the impressive Rolls-Royce shooting brake that belonged to Stirling's father Alfred.

That they saved his life there is no question, thus generations of fans were able to show their gratitude, having glimpsed Moss's genius over those 'bonus' decades across a huge number of outings and appearances. Fans will never forget the maestro's sublime wet drive from 16th to fourth in his 1956 Monaco Grand Prix-winning Maserati 250F at the 1999 Revival.

"FANS WILL NEVER FORGET THE MAESTRO'S SUBLIME WET DRIVE FROM 16TH TO FOURTH IN 1999"



Brundle Jr was chasing Phil Keen (in for Minshaw) when his engine's core plug blew out on the Lavant Straight and he spun on coolant, hitting the tyre wall at Woodcote backwards. Calum Lockie (E-type FHC) went off too, then Chris Ward, already up to fourth in first-lap spinner John Young's FHC, parked at Lavant with engine failure.

Following a lengthy safety-car interlude, Keen hadn't the grunt to prevent Cottingham passing him for victory. David Franklin had howled Remo Lips's Ferrari 250 Berlinetta up to third, which its owner kept. Nicky Pastorelli in David Hart's SWB pipped Simon Hadfield in Wolfgang Friedrichs's Aston Martin DB4 GT for fourth by half a length. Mike Jordan brought Mike Whitaker's Shelby Cobra Dragonsnake home sixth, clear of Jenson Button/Alex Buncombe in Bob Neville's seriously undergunned E-type FHC.

Undeterred by a hairy intro in the wet at Donington Park three days previously, Button qualified another DK Engineering car – the pale blue Colombian-striped AC Cobra – third for the TT feature, his 1m25.689s Saturday best bettered only by the similarly mounted Romain Dumas/Bill Shepherd and Darren Turner/Oliver Bryant on 1m24.844s and 1m24.881s respectively. The twin Le Mans Cobras of Gregor Fiskens/Sam Hancock (39 PH) and Shaun Lynn/Andy Priaulx (649 CGT) and the Lister-Jaguar coupe of last year's (SpeedWeek) victor Fred Wakeman, with five-time Le Mans winner Emanuele Pirro, completed the top six as 22 cars lapped inside 90 seconds.

Turner blasted clear at the start, but his lead over Shepherd was expunged by caution periods. Darren stopped just ahead of Bill, but Dumas resumed well ahead. Bryant chased him down, but even as the fern-green lead car was teetering over the edge of adhesion, there was no way round the skilful Frenchman in a magnificent fight to the flag. The race's complexion changed when a penalty – for a stop 10 seconds before the stipulated minimum – was announced. As Goodwood regulars shared Bryant's elation, there was sympathy for Shepherd, chasing his first win in the race, having finished second (with Graeme



Stanley/Cottingham
repeated their 2020
Moss Trophy success...



...but Alex Brundle's
race ended more abruptly
after E-type lost its coolant



Hart's Maserati 300S
survived an assault to
beat Jag-powered rivals

Bryant) in 2002 and Dumas two years ago.

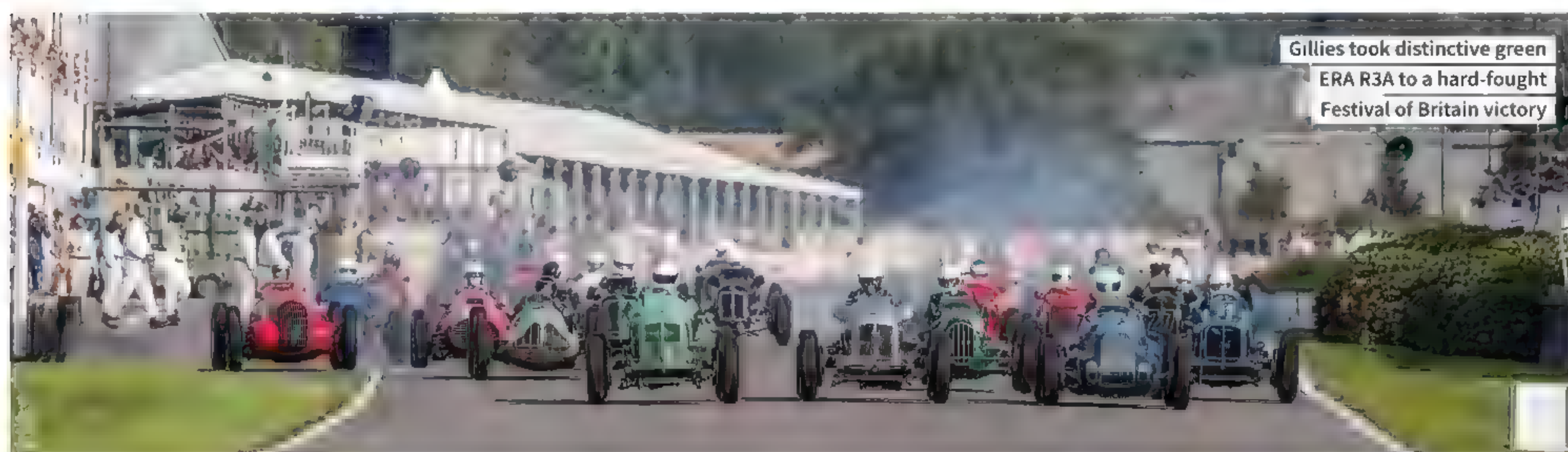
As Wakeman/Pirro were promoted to second, Shepherd/Dumas were shuffled back to fourth, behind an ecstatic Lynn and Priaulx. Martin Brundle/Bobby Verdon-Roe (Cobra) finished fifth, ahead of John Spiers/Tiff Needell, who broke the AC monopoly in the former's Jaguar E-type. Button started cautiously and, following a series of fast laps, relayed childhood pal Buncombe in third. A misfire prompted their retirement.

'Ricky-Roy' Dumas and 'Billy-Bob' Shepherd's consolation came with victories in both legs of the St Mary's Trophy 'Pro-Am' in the British V8 stalwart's Ford Thunderbird, clear of Andy Jordan (Austin A40) and Grant Williams (Jaguar Mk1) respectively. Jordan and dad Mike claimed silver on aggregate from Pirro/Richard Meaden (Alfa Romeo Giulietta Ti) and Marcel Fassler/Matt Manderson in Scott Automotive's ex-Doc Shepherd 1960 British championship-winning A40. On Saturday, Jordan Jr and Nick Swift had aced

"Saturday's GP and Voiturette opener boiled down to an ERA battle between Gillies and Gans"

the John Whitmore Trophy Mini Cooper race, beating Chris Middlehurst/Dumas in the antithesis of the Betty Richmond Trophy thriller at the 2019 Members' Meeting.

Saturday's GP and Voiturette opener boiled down to a battle between ERA men Mark Gillies (R3A) and Michael Gans (R1B) after early leader David Morris's R11B slowed and Tom Dark's fast Bugatti T73's jury-rigged gearbox (three-gear after a practice drama) broke. Overtaken when impeded by Peter Greenfield's Alfa Romeo Alfetta at Lavant on the last lap, Gillies used two-litre power to trump Gans's 1500 before >>



Gillies took distinctive green
ERA R3A to a hard-fought
Festival of Britain victory



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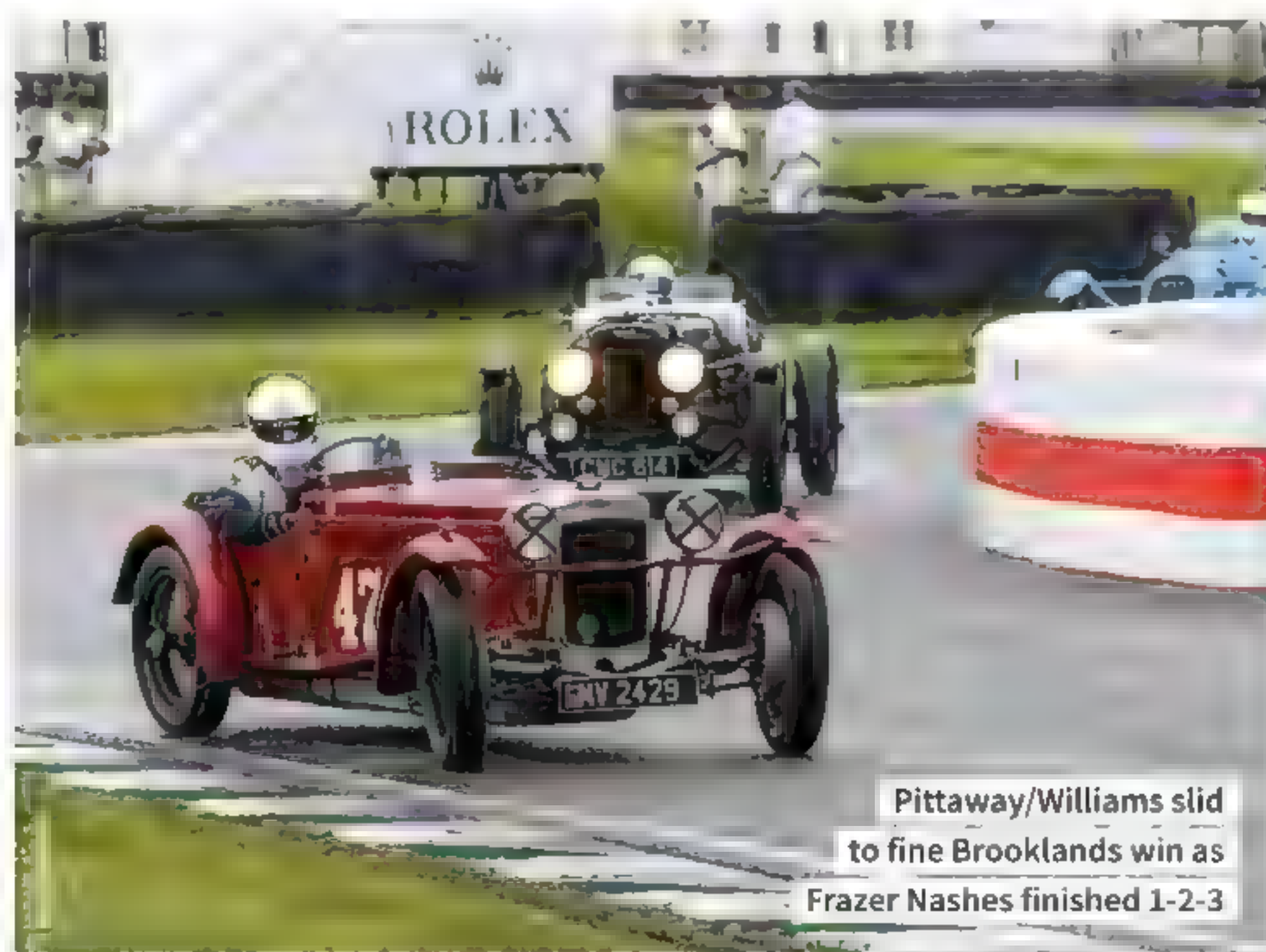
Tojeiro-Jag finally won
1950s sportscar contest
thanks to Cottingham

Woodcote. Duncan Ricketts breathed in sharply following contact lapping a Talbot-Lago but urged ERA GP1 home a popular third. Gans's ex-Richard Seaman car and fourth-placed Nick Topliss's R4A are veterans of the 1951 Festival of Britain race, when Claude Hamilton and Bob Gerard drove them.

Once Nick Fennell had spun his sister Lotus-Climax 25 at Madgwick chasing him, Andy Middlehurst's Glover Trophy focus switched to keeping American-Italian Joe Colasacco behind in Laurence Auriana's even shriller Ferrari 1512. As the track became more slippery, 2018 winner Colasacco nosedived the tyre wall exiting the chicane. Tim de Silva came through to second in a tubeframe Lotus 24 powered by a BRM V8. Former F3000 racer Mark Shaw, this year's Historic Monaco GP victor, was best of the four-cylinder brigade in his ex-Jim Clark Springbok Lotus 21.

Polesitter Keen's Whitsun Trophy recovery in the white Lotus 30 was phenomenal. Slicing through traffic with precision, he hounded down the Lola T70 Spyders of Tony Sinclair and Olly Bryant, snatching the lead from the latter, whose brakes had faded, on the penultimate lap. Sinclair had Mike Whitaker bearing down on him in another ex-John Surtees T70. Whitaker's chase from the back followed the CMS crew repairing the car's front corner after it vaulted Sam Hancock's Ford GT40 dramatically at Madgwick in practice.

Thoughts turned to the late Robert Brooks — friend of Goodwood and winner of the 1950s sportscar race at the inaugural Revival of 1998 in an aerodynamically compromised Lotus 15 — when the Sussex



Pittaway/Williams slid
to fine Brooklands win as
Frazer Nashes finished 1-2-3



“With deft car control Mitchell won a feisty duel and delighted BRM supporters”

Trophy World Championship sportscars came out on Saturday evening. Kiwi Roger Wills, 2019's victor, led initially in the ex-Bruce McLaren/Syd Jensen 1958 TT Lotus 15, but James Cottingham hustled his Tojeiro past imperiously. Sam Hancock hurled Tim Samways's NART Ferrari 246S around having passed Wills, but couldn't quite oust Cottingham. Nick Padmore (Lister-Jaguar) bagged fourth ahead of Keen (Lister Knobbly) and Bryant (Lotus 15).

As Sunday's rain came, sending grid attendants scurrying for brightly hued ponchos, Tony Wood rocketed the TecMec-Maserati from fourth to lead the Richmond Trophy race, but Ben Mitchell and Miles Griffiths (in Philip Walker's Lotus 16) soon had his measure. With deft car control on a treacherous track, Mitchell won a feisty duel and delighted BRM supporters by prevailing, having put two lapped runners between them at a critical moment. Despite having only two litres under his bonnet, Will Nuthall (Cooper-Bristol) pressed them all the way to the chequer.

Frazer Nash chain-gangers' prayers for precipitation were answered, thus they locked out the Brooklands Trophy podium. Duncan Pittaway relayed Eddie Williams to victory, while virtuous Patrick Blakeney-Edwards finished second and third. PBE zapped his viciously twitchy 'Owlet' saloon ahead at the start and, having installed Mini king Nick Swift — who chased Williams hard — leapt into Theo Hunt's car, cementing the overjoyed youngster's claim to third. Only the Rettenmaier brothers' Maserati 8C 3000 and Michael Birch's Talbot AV105 remained unlapped.

The Freddie March Memorial Trophy curtain-closer recalled Goodwood's three Nine Hour races, but the splendid inter-marque lead battle was derailed when Silver Spitfire aviator Steve Boulton Brooks (Jaguar D-type) hit oil at Madgwick, understeered into leader David Hart's Maserati 300S, sending it into a languid grassy spin, then collected fastest qualifier Gregor Fisker (HWM-Jaguar). Fisker was sidelined, but Hart picked himself up to win from the apologetic Brooks, whose bonnet had flown open in the melee. Thrilled with son Theo's morning result in the Nash, Martin Hunt matched it and upheld HWM-Jaguar honour in third. ❧

➔ P26 STAR CARS AND REVIVAL RESULTS

GOODWOOD REVIVAL RACE CENTRE

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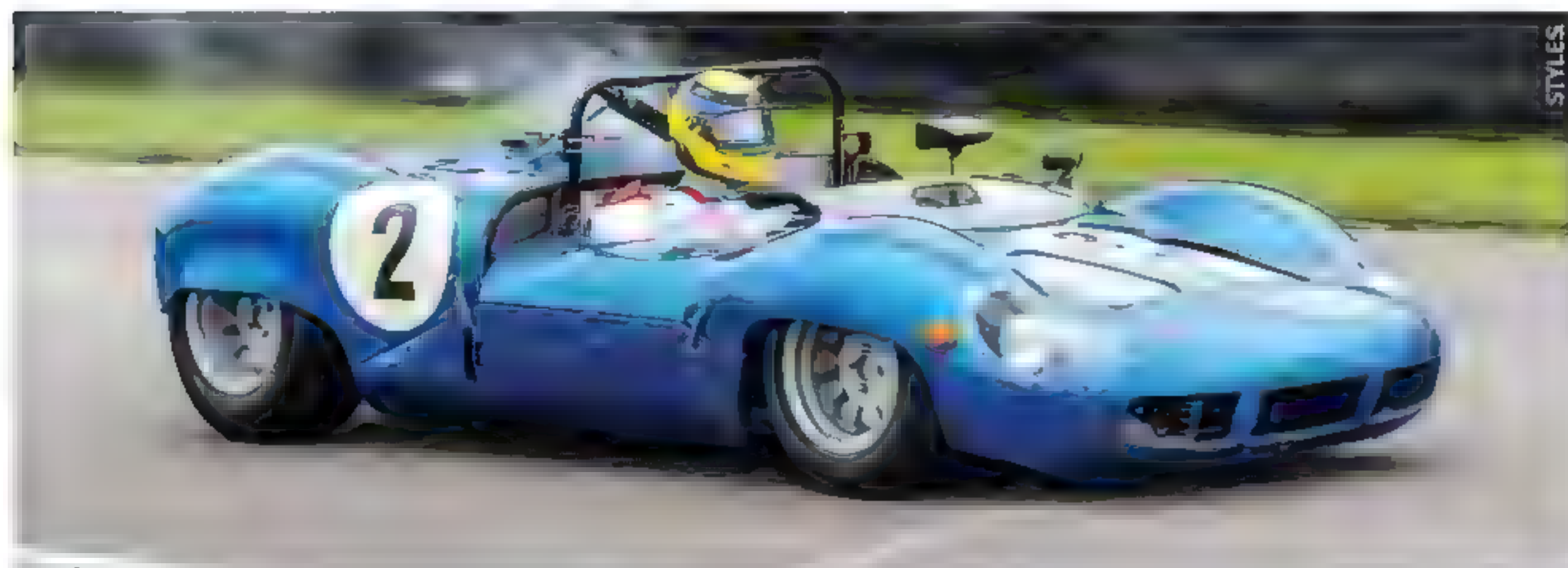
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ALFA ROMEO 158 'ALFETTA' (FESTIVAL OF BRITAIN TROPHY)

Alfa Romeo's utterly dominant Gioacchino Colombo-designed 'Alfetta' model was first seen at Goodwood in September 1951, when inaugural Formula 1 world champion Giuseppe Farina won the *Daily Graphic* Goodwood Trophy (and the Woodcote Cup FLibre race) in a factory 159. Seventy years on it was fantastic to hear a supercharged straight-eight in the Festival of Britain retrospective. The 158-spec car was built by British specialist Jim Stokes's team using some original parts, a project undertaken with the late Peter Giddings. American Peter Greenfield saddled it to ninth.



ATTILA-CHEVY Mk3 (WHITSUN TROPHY)

Val Dare-Bryan and Mark Perry's Attila sports-racers were notably raced by Roy Pierpoint (who contested Goodwood's opening meeting in 1948 in a self-built Fiat-based special) and Tony Lanfranchi. Pierpoint went on to be 1965 British Saloon Car champion in a Ford Mustang. Two or three rear-engined V8-powered prototypes followed the original Attila. This Mk3 was acquired by Chris Wilson from Swede Kent Abrahamsson and entrusted to Karl Jones. A blown head gasket sidelined it in practice.



BRM P261 (GLOVER TROPHY)

Revival stalwart Richard Attwood is the event's second most successful competitor, his eight race victories being back-to-back RAC TT Celebrations in 2003-04 (sharing an Iso Bizzarini A3C with Mark Hales), four Glover Trophy titles in his BRM P261, and two Richmond Trophy wins in a Ferrari 246 Dino. Eleven years after his last Glover win, the period Goodwood Formula Junior victor, who made his F1 debut here for BRM in 1964, finished sixth in the P261 and was the top BRM finisher. Impressive at 81!



AC COBRA 'DRAGONSNAKE' (STIRLING MOSS TROPHY)

One of eight Cobras prepared by Carroll Shelby's team in Torrance, California, for drag racing – five factory entries and three works-assisted customer cars – this example was raced to huge success by Pennsylvanian Bruce Larson. Sporting an extraordinary fuchsia metalflake battledress, it was asked to turn corners for the first time on a circuit. Owner Mike Whitaker and Mike Jordan finished sixth in the Stirling Moss Memorial Trophy race, having qualified the Gary Spencer-prepared machine fifth behind four Jaguar E-types.

CHICHESTER CUP LOLA RULES IN JUNIOR SCHOOL BRAWL

Front-engined cars were obsolete when Formula Junior arrived at Goodwood in March 1960, and future F1 champions Jim Clark and car debutant John Surtees duked it out in works Lotus-Ford 18 and Ken Tyrrell's Cooper-BMC T52 respectively. Nonetheless the 'pullers' – arguably the most charismatic of three Revival sets Duncan Rabagliati of the FJ Historic Racing Association curates in rotation – always provide great racing.

This year's 29-car Chichester Cup selection, spanning 20 marques from Britain, Italy, Germany, Australia and Canada – and BMC, Ford, Fiat and Triumph engines – brought the early cars back for the first time since 2016, when Andrew Hibberd won in Harindra de Silva's Lola-Ford Mk2. Eric Broadley's machines had previously ruled with Robin Longdon in 2003 and 2006, not forgetting Tony Steele's 2000 Scott Gaze Handicap success.

Predictably, Lola drivers headed the field in qualifying, Peter de la Roche (in Pat Barford's car) and Hibberd (in his family's example) under 2012 victor Joe Colasacco's 1m28.978s lap record. De la Roche's 1m27.519s (98.72mph) was 0.309s quicker than Hibberd's best. Closest rivals Ray



Mallock and Will Mitcham were in the 1m29s. Stuart Roach (Alexis Mk2), Chris Drake (ex-Brian Hart Terrier Mk4), Alex Morton (Condor S2) and Simon Goodliff (Nike-BMC) were next up.

De la Roche and Hibberd set off at breakneck pace and traded the lead. It got a little too close for comfort on occasion – lapping Daniele Salodini's Taraschi and Ed Bishop's Mitter-DKW on either side into the chicane was audacious – and when Hibberd gyrated at Madgwick on lap seven of 14, the race was settled.

Mallock was shadowing DLR when he spun at St Mary's during lappery under pressure from Mitcham, who thus matched 2012's second, ahead of Drake and the recovering Mallock. On a now oily track, Roach, Morton and Goodliff were nose-to-tail disputing fifth when Morton spun out of St Mary's and trimmed his Condor's tail feathers against the barrier. Goodliff seized the place when Roach's right-front wheel detached at the chicane two laps from home. Morton, undaunted, finished an unlapped sixth.

RESULTS

STIRLING MOSS MEMORIAL TROPHY:

CLOSED-COCKPIT GT CARS TO 1962

(37 LAPS) 1 Harvey Stanley/James Cottingham (Jaguar E-type); 2 Jon Minshaw/Phil Keen (Jaguar E-type) +2.625s; 3 David Franklin/Remo Lips (Ferrari 250 GT SWB); 4 David Hart/Nicky Pastorelli (Ferrari 250 GT SWB); 5 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB4 GT); 6 Mike Whitaker/Mike Jordan (AC Cobra Dragonsnake); 7 Jenson Button/Alex Buncombe (Jaguar E-type); 8 Richard Meins/Rob Huff (Jaguar E-type FHC); 9 Tom Alexander/Adrian Wilmott (Aston Martin DB4 GT); 10 Nikolaus Ditting/Sam Hancock (Aston Martin DB4 GT). **Pole** Martin Brundle (Alex Brundle set time) (Jaguar E-type). **Fastest lap** Cottingham 1m29.039s (97.03mph). **Starters** 29.

RAC TOURIST TROPHY CELEBRATION:

CLOSED-COCKPIT GT CARS 1960-64

(38 LAPS) 1 Darren Turner/Oliver Bryant (AC Cobra); 2 Fred Wakeman/Emanuele Pirro (Lister-Jaguar Coupe) +11.774s; 3 Shaun Lynn/Andy Priaulx (AC Cobra Le Mans Coupe); 4 Bill Shepherd/Romain Dumas (AC Cobra); 5 Martin Brundle/Bobby Verdon-Roe (AC Cobra); 6 John Spiers/Tiff Needell (Jaguar E-type); 7 Philip Kadoorie/Marino Franchitti (AC Cobra); 8 Alex Brundle/Richard Kent (Jaguar E-type); 9 Andy Shepherd/Anthony Reid (AC Cobra); 10 Richard Meins/Rob Huff (Jaguar E-type). **P** B Shepherd (Dumas set time). **FL** Bryant 1m24.646s (102.02mph). **S** 28.

ST MARY'S TROPHY: SALOON CARS

1950-59 (16+15 LAPS) 1 Romain Dumas/Bill Shepherd (Ford Thunderbird);

2 Andy & Mike Jordan (Austin A40) +14.800s; 3 Marcel Fassler/Matt Manderson (Austin A40); 4 Emanuele Pirro/Richard Meaden (Alfa Romeo Giulietta Ti); 5 Mat Jackson/Richard Postins (Austin A40); 6 Ross Hyett/Grant Williams (Jaguar Mk1). **SATURDAY** 1 Dumas; 2 A Jordan +6.960s; 3 Fassler; 4 Pirro; 5 Anthony Reid (Jaguar Mk1); 6 Jackson. **P** Jordan. **FL** Dumas 1m35.253s (90.70mph). **S** 30. **SUNDAY** 1 Shepherd; 2 Williams +1.290s; 3 Meaden; 4 Manderson; 5 Richard Butterfield (Jaguar Mk1); 6 M Jordan. **P** Manderson. **FL** Shepherd 1m35.679s (90.30mph). **S** 28.

JOHN WHITMORE TROPHY: MINI

COOPERS (29 LAPS) 1 Nick Swift/Andy Jordan;

2 Chris Middlehurst/Romain Dumas +24.026s; 3 Jeff Smith/Matt Neal; 4 Ian Curley/Neel Jani; 5 Bill Sollis/Chris Goodwin; 6 Nick Paddy/Martin Brundle. **P** Swift. **FL** Sollis 1m32.906s (92.99mph). **S** 30.

FESTIVAL OF BRITAIN TROPHY:

GP CARS & VOITURETTES 1930-51

(16 LAPS) 1 Mark Gillies (ERA R3A); 2 Michael Gans (ERA R1B) +0.578s; 3 Duncan Ricketts (ERA GP1); 4 Nick Topliss (ERA R4A); 5 Ian Baxter (Alta 61 IS); 6 Ben Fidler (ERA R4D). **P** Gillies. **FL** Gans 1m32.681s (93.22mph). **S** 25.

GLOVER TROPHY: 1.5-LITRE GP CARS

1961-65 (15 LAPS) 1 Andy Middlehurst

(Lotus-Climax 25); 2 Tim de Silva (Lotus-BRM 24) +19.049s; 3 Mark Shaw (Lotus-Climax 21); 4 Andrew Beaumont (Lotus-Climax 24); 5 Nick Fennell (Lotus-Climax 25); 6 Richard Attwood (BRM P261). **P** Middlehurst. **FL** Joe Colasacco (Ferrari 1512) 1m23.290s (103.73mph). **S** 25.

WHITSUN TROPHY: SPORTS

PROTOTYPES TO 1966 (18 LAPS)

1 Phil Keen (Lotus-Ford 30); 2 Oliver Bryant (Lola-Chevrolet T70) +1.939s; 3 Tony Sinclair (Lola-Chevrolet T70); 4 Mike Whitaker (Lola-Chevrolet T70); 5 Miles Griffiths (Ford GT40); 6 Billy Bellinger (Cooper-Ford T61 Monaco). **P** Keen. **FL** Keen 1m21.422s (106.11mph). **S** 22.

SUSSEX TROPHY: WORLD

CHAMPIONSHIP SPORTSCARS 1955-60

(18 LAPS) 1 James Cottingham (Tojeiro-Jaguar); 2 Sam Hancock (Ferrari 246S Dino) +3.889s; 3 Roger Wills (Lotus-Climax 15); 4 Nick Padmore (Lister-Jaguar 'Flat Iron'); 5 Phil Keen (Lister-Jaguar Knobbly); 6 Oliver Bryant (Lotus-Climax 15). **P** Cottingham. **FL** Cottingham 1m25.874s (100.61mph). **S** 30.

RICHMOND TROPHY: FRONT-ENGINE

GP CARS 1954-60 (14 LAPS)

1 Ben Mitchell (BRM Type 25); 2 Miles Griffiths (Lotus-Climax 16) +6.822s; 3 Will Nuthall (Cooper-Bristol Mk2 T23); 4 Tony Wood (TecMec Maserati F415); 5 Andrew Haddon (Scarab-Offenhauser); 6 Richard Wilson (Ferrari 246 Dino). **P** Griffiths.

FL Nuthall 1m48.114s (79.91mph). **S** 21.

BROOKLANDS TROPHY: PRE-WAR

RACING CARS (13 LAPS) 1 Duncan

Pittaway/Eddie Williams (Frazer Nash TT Replica); 2 Patrick Blakeney-Edwards/Nick Swift (Frazer Nash 'Owlet') +2.434s; 3 Theo Hunt/Patrick Blakeney-Edwards (Frazer Nash TT Replica); 4 Josef Otto/Stephan Rettenmaier (Maserati 8C 3000); 5 Michael Birch (Talbot AV105 Brooklands); 6 Gregor Fiskens/Christoff Cowens (Vauxhall 30-98 Hughes Special). **P** Pittaway (Williams set time). **FL** Williams 1m56.576s (74.11mph). **S** 28.

FREDDIE MARCH MEMORIAL TROPHY:

CARS IN THE SPIRIT OF THE

NINE-HOUR RACES 1952-55 (16 LAPS)

1 David Hart (Maserati 300S); 2 Steve Boulton-Bee Brooks (Jaguar D-type) +36.361s; 3 Martin Hunt (HWM-Jaguar); 4 Mathias Szelecki (Aston Martin DB3S); 5 Nick Jarvis (Allard-Cadillac J2X); 6 Nigel Webb (Jaguar C-type). **P** Gregor Fiskens (HWM-Jaguar). **FL** Fiskens 1m31.177s (94.76mph). **S** 25.

CHICHESTER CUP: FRONT-ENGINE

FORMULA JUNIOR (14 LAPS) 1 Peter de

la Roche (Lola-Ford Mk2); 2 Will Mitcham (U2-Ford Mk2) +20.819s; 3 Chris Drake (Terrier-Ford Mk4); 4 Ray Mallock (U2-Ford Mk2); 5 Simon Goodliff (Nike-BMC Mk1); 6 Alex Morton (Condor-Ford S2). **P** de la Roche. **FL** Andrew Hibberd (Lola-Ford Mk2) 1m27.603s (98.62mph). **S** 29.

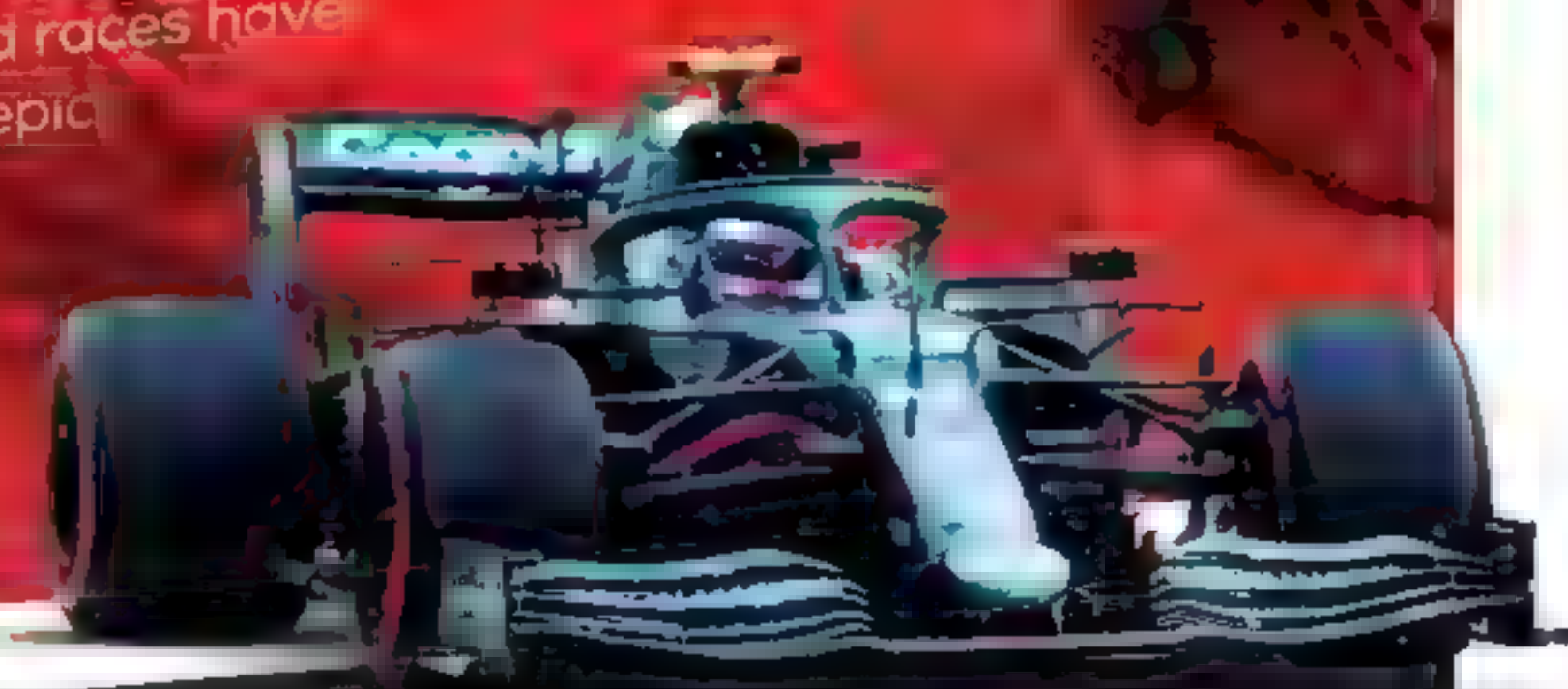
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HUNGARY FOR MORE?

Just when the 2021 season couldn't get any crazier, that race happened in Hungary. The first lap pile-up, the Hamilton-Alonso duel, Ocon's first win. It was truly one for the history books.

But fans will know Hungary is exactly the circuit we'd expect to see this level of drama. Throughout its 30-year history in Formula 1, it's seen some of the sport's most iconic moves, and races have taken place just outside Budapest – good job it's the perfect place to unwind after an epic Grand Prix.

Tickets are now on sale for next year's Hungarian Grand Prix, and here's why you should be there.



DAZZLING DRAMA

No one will need reminding about Esteban Ocon's win in Hungary. It was a race of incredible circumstances and converted his first-ever win. But it was also a race where his teammate Alonso fended off a fierce attack from Lewis Hamilton in the closing moments.

It's just one in a long line of memorable moments from the circuit: Nigel Mansell fought from P12 to win his finest race, Nelson Piquet pulled off one of the all-time great overtakes sliding his way around turn one, or Jenson Button's sensational win in the rain. So many moments that will go down in Formula 1 folklore have been produced on track at Hungary.



Nigel Mansell (Ferrari 640) leads Ayrton Senna

(McLaren MP4-5 Honda) at The Hungaroring

HISTORIC HUNGARORING

The circuit was borne out of Formula 1 wanting a race in the USSR, but instead, Hungary hosted the first Grand Prix behind the Iron Curtain. What resulted was the Hungaroring, just outside Budapest.

A fast, narrow, winding circuit that pushes the drivers to keep their car on absolute rails, and as such it is often described as "Monaco without the walls". And it's a challenging drive, but one where some of the greats have made their names. Damon Hill, Fernando Alonso, Jenson Button and Esteban Ocon have all scored their maiden wins here, and there's been plenty of action along the way.

BRILLIANT BUDAPEST

The Hungaroring is under an hour away from the Hungarian capital Budapest, making it perfect for a short city break.

You might want to sightsee along the Danube River, taking in the historic Chain Bridge and Buda Castle. Or, you'll want to explore the buzzing nightlife like the incredibly cool 'ruin bars' – pubs built inside neglected pre-war buildings.

Whatever you decide, you'll have as much fun away from the track as you will in the grandstands.

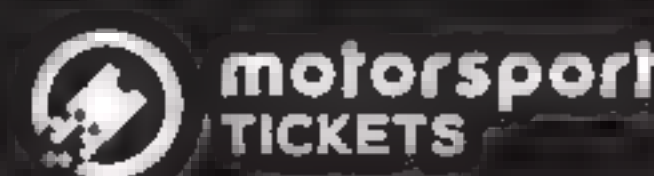
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Hill took one race
and almost one lap
before finally making
this move on Moffat



BTCC BECOMES THE BRITISH **HILL** CLIMB CHAMPIONSHIP

MB Motorsport Ford star Jake Hill had to chase Aiden Moffat home in race one, before taking a win and closing the points gap to Ash Sutton

MARCUS SIMMONS

PHOTOGRAPHY JEP  motorsport
IMAGES



That little bloke from Kent is on something of a roll in the British Touring Car Championship. Jake Hill made the long trip back south from Croft with a newly secured position of second in the standings, and is now 10 points closer to Ash Sutton at the summit. Most importantly, he scored what is, remarkably, only the second race win of his BTCC career, the first not to come from a reversed grid. Hill said last month that, should he clinch the 2021 title, he wouldn't care if he hadn't won a race. His emotions last Sunday afternoon suggested otherwise.

Largely thanks to the vagaries of the sporting regulations, Hill and the Motorbase-run MB Motorsport Ford Focus team had been locked out of the top spot on the podium before last weekend. He's been in the upper-to-middle echelons of success ballast all season, making wins in races one and two on a weekend tricky, and the Ford had been carrying that weight too well for Hill to be slow enough to luck into a top reversed-grid starting spot.

That changed at Croft. Hill arrived fourth in the championship, therefore on 48kg of success ballast, but remarkably was able to pull out a qualifying time just 0.040 seconds adrift of the polesitting, weight-free Laser Tools Racing Infiniti Q50 of Aiden Moffat to sit second on the grid. "I'm gutted to miss out on my first BTCC pole

again!" he grinned. "But I'm really pleased with how it went. The car is good again — where it needed to be with the weight. We keep coming back, putting us in the best position for the championship."

For Moffat's part, such has been his improvement this season that his pole was less of a shock than a surprise. He looked nicely on top of the Infiniti from free practice, and professed that "today I felt confident with the car they gave me, so I was working on myself, not overdriving. I should have tried that six years ago!" It was the start of what would be by far the best weekend of his eight BTCC seasons.

Step one of that was Moffat's performance in the opening race. Drizzle before the start of the encounter meant the start would likely benefit the rear-wheel-drive Infiniti, and so it proved, with Hill only just fending off the third-starting West Surrey Racing-run BMW 330i M Sport of Colin Turkington. But equally, that would then exacerbate the difficulties the rear-driven cars have switching on their tyres. Sure enough, Hill instantly latched onto Moffat, probing here, feinting there, nudging the Infiniti along. In turn, Senna Proctor had chosen the soft option tyre on his BTC Racing Honda Civic Type R for this race, pulling off a neat move on Turkington on the opening lap, and this duo stayed with the leading pair.

This amusement for the bumper Croft crowd lasted for five laps until the safety car appeared. Ten laps remained when it returned >>



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to the pits, and now Proctor's soft-tyre advantage was gone — he was still able to hold off Turkington to the finish, but they both dropped away from the top two. Again Hill tried his utmost, but with a few laps remaining Moffat edged out a little chink of light as the front-wheel-drive Ford's tyres faded. "It's a bit of a tyre-killer with the weight around here, but I think we did a really good job," explained Hill. "We were a little bit quicker than Aiden but I just couldn't get it done — in the areas where his car was quick, mine wasn't." "Sunny was where I struggled," said Moffat. "Then I was defending hard into the complex and getting the drive off the corners. I had to think hard about that one."

Step two for Moffat was his performance in race two. Now he knew how championship-leading team-mate Ash Sutton usually feels, with 75kg of ballast on his Infiniti. Hill was up to 66kg. This time, in bright sunshine, Hill drew alongside Moffat into the first corner, and they made minor contact before the Scot emerged in front. But not for long. Hill got a good run out of Sunny, drew alongside into the complex, and claimed the inside line at the slow right-hander to take the lead.

After an early safety car, the full extent of Hill's superiority and Moffat's superb defending became clear. Remarkably, Moffat held onto second place despite setting the 16th fastest lap of the race in a defence reminiscent of Dave Coyne's 1990 Formula Ford Festival triumph. That allowed Hill to extend a margin that ballooned over 6s before he crossed the line 5.508s to the good. "Oh Christ — thank God for that!" he bubbled. "Fair play to Aiden — he gave me the room. I was very shocked, because the car seemed to get better with more weight [the Ford's 66kg was just 1kg shy of the weight of Hill, the BTCC's lightest driver, with his race kit]. In the clear air the temperatures are cooler, so you've got more power, the brake temperatures are cooler. Once clear of the safety car I said on the radio, 'See you later boys, I'm checking out.'"

Hill was unfortunate in a way, because he missed out on watching the BTCC war of the season. After the race, Josh Cook had to climb out of the window of his BTC Honda because the door was stuck, while Sutton joked that "even the roof was creased!" on his Infiniti.

Cook had done well to qualify his BTC Honda, on 57kg of ballast, in seventh place, less than 0.06s from the top three. He then used the option tyre in race one to progress to fifth, behind Turkington. In race two, he muscled his way past team-mate Proctor on the fourth lap after the safety car, and then turned his attentions to

Proctor leads Cook. Both BTC Honda men scored a podium finish



"THANK GOD FOR THAT! I WAS VERY SHOCKED, BECAUSE THE CAR SEEMED TO GET BETTER WITH MORE WEIGHT"

Moffat. Not only was this a fine battle but, with 39kg this time on his Honda, Cook's battle with the Infiniti in front was a scrap of heavy-ballasted machinery, and a train of generally lighter cars, most of which were on the softer Goodyear, closed in.

It kicked off with six laps to go, when 13 cars — Moffat to 14th-placed Jason Plato — flashed across the start/finish line covered by four seconds... Moffat had been slow out of the hairpin; Cook had to hold his car in first gear, buzzed the limiter and lost momentum; Turkington drew alongside the Honda; and Gordon Shedden in his Team Dynamics Honda Civic saw a gap...

Contact was made between Turkington and Shedden that forced the BMW on a trip through the gravel. "It was fairly robust, but I was expecting it," said Turkington. "You try to leave room but you don't get it the other way." "I slowed into third gear [instead of fourth]," replied Shedden. "But when you hit that kerb on the inside... You try to be as tight as you can, but that bounced me into Colin."

The end result was that Sutton, who had only just been >>

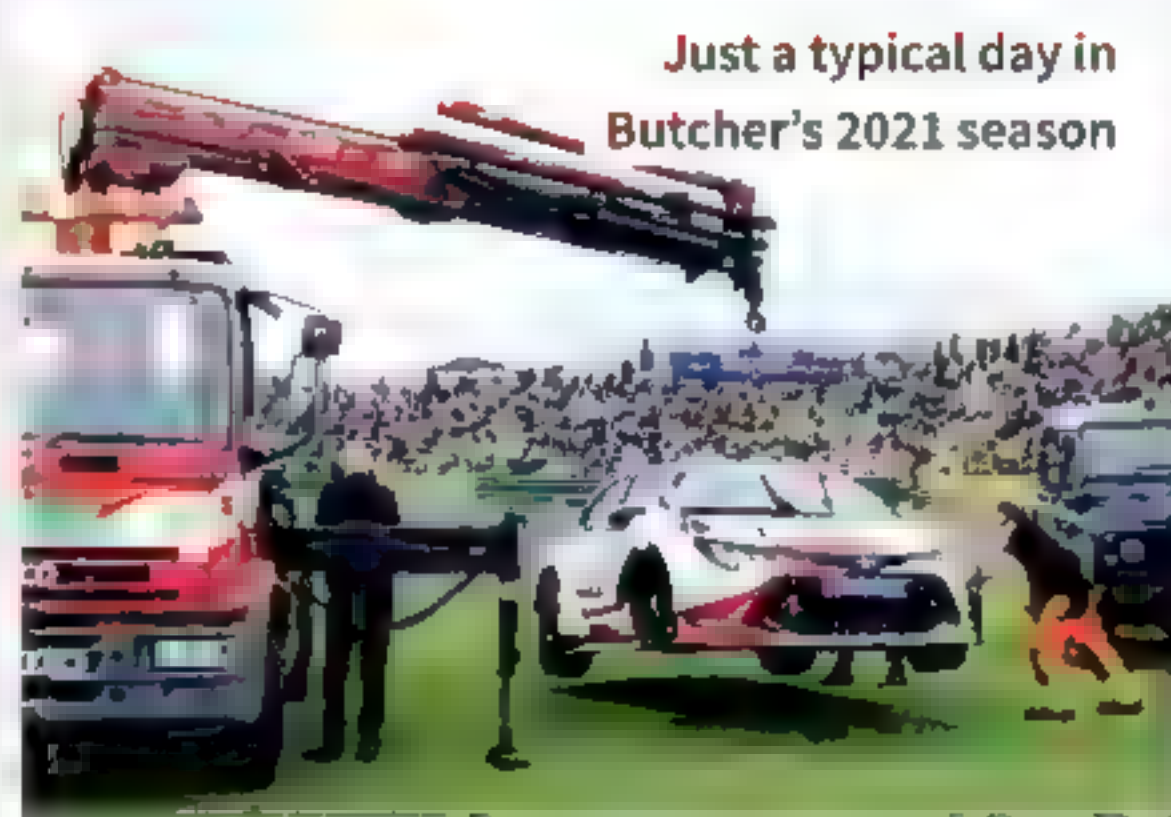
BUTCHER LOOKS SUPERB BEFORE QUALIFYING HEARTBREAK

Rory Butcher looked an absolute cert for a Croft win until disaster struck in qualifying.

Butcher had driven his Speedworks Motorsport-run Toyota Corolla, on 27kg of success ballast, to fastest time in free practice one, and was best on theoreticals in FP2. The Toyota looked dynamite, Butcher clearly getting the power down earlier than anyone else in the crucial Hawthorn turn, which determines speed all the way down to Tower.

Then, after just one flying lap, he pulled off at Sunny in qualifying with engine failure.

Butcher struggled on the soft tyre in race one, recovering only to 19th. But the car was transformed on the medium. Problem was, he got caught up in someone else's accident in race two, putting him at the back of the grid



Just a typical day in Butcher's 2021 season

again for the finale. He then raced through to join the 'Hill Train' late on, and finished 11th.

"The potential was there for a really positive weekend," he said. "The engine failure was like a plane crash: one minute

full-power, looking good, and the next it let go. It's a lot of hard work for no return."

The season has been a tough one for Butcher, first in adapting to the Toyota and then a series of unfortunate events. But there are moments when car and driver look like one of the top BTCC combinations.

"We picked up too much rear grip on the soft tyre and lost rotation, and I think the car has a better balance on the medium," he admitted. "Going onto the medium for race two, you just knew the car felt superbly fast. But I was on the outside [into the complex], something happened on the inside, and Aron Taylor-Smith got hit and bounced up into me. I'm fed up trying to find a positive now. We just need to have a clean weekend."



relegated from sixth to eighth by Shedden in what he said was “a bit of a push to pass, prior to that he’d given me two or three hits and then he ran me off the track”, was suddenly back up to fourth. He lost a position to Tom Ingram at the hairpin with four laps remaining, but Sutton’s day, which he’d started with sixth place in race one on the maximum 75kg of ballast, was shaping up nicely.

Ingram, on the other hand, couldn’t get rid of the ballast quickly enough. While Hill’s Ford seems to cope best with extra weight, it appears that Ingram’s Excelr8 Motorsport Hyundai i30 N is at the opposite end of the spectrum. Once again, as championship runner-up, he was lumbered with 66kg, and dragged the South Korean car to 21st on the grid. “It pains me to say, but that was our actual pace,” he said philosophically. “We just struggled enormously with a car that would not do what we asked it to do.” The car looked lazy out on track, and Ingram agreed: “Zero oversteer or understeer. It was like driving a road car around.”

Still, Ingram hauled the Hyundai to 12th in race one and then, with the ballast off, scorched to fourth in the sequel. Actually, it appeared to be only half a Hyundai; not only was he involved in the bumps and scrapes of that insane battle behind the Moffat ‘Trulli Train’, but he’d hit a tyre stack at the chicane while unsighted behind another car. “All part of the weight-saving,” he grinned. “I probably didn’t overtake that many cars; I just picked places up from the squabbles.”

Behind fifth-placed Sutton finished Shedden and Turkington, and it was the four-time champion drawn on reversed-grid pole. Apart from the Shedden incident, the BMW star had been given a brusque hip-check by Cook at the Jim Clark Esses on the opening lap. He’s not the fieriest character in the BTCC, but Turkington seemed to

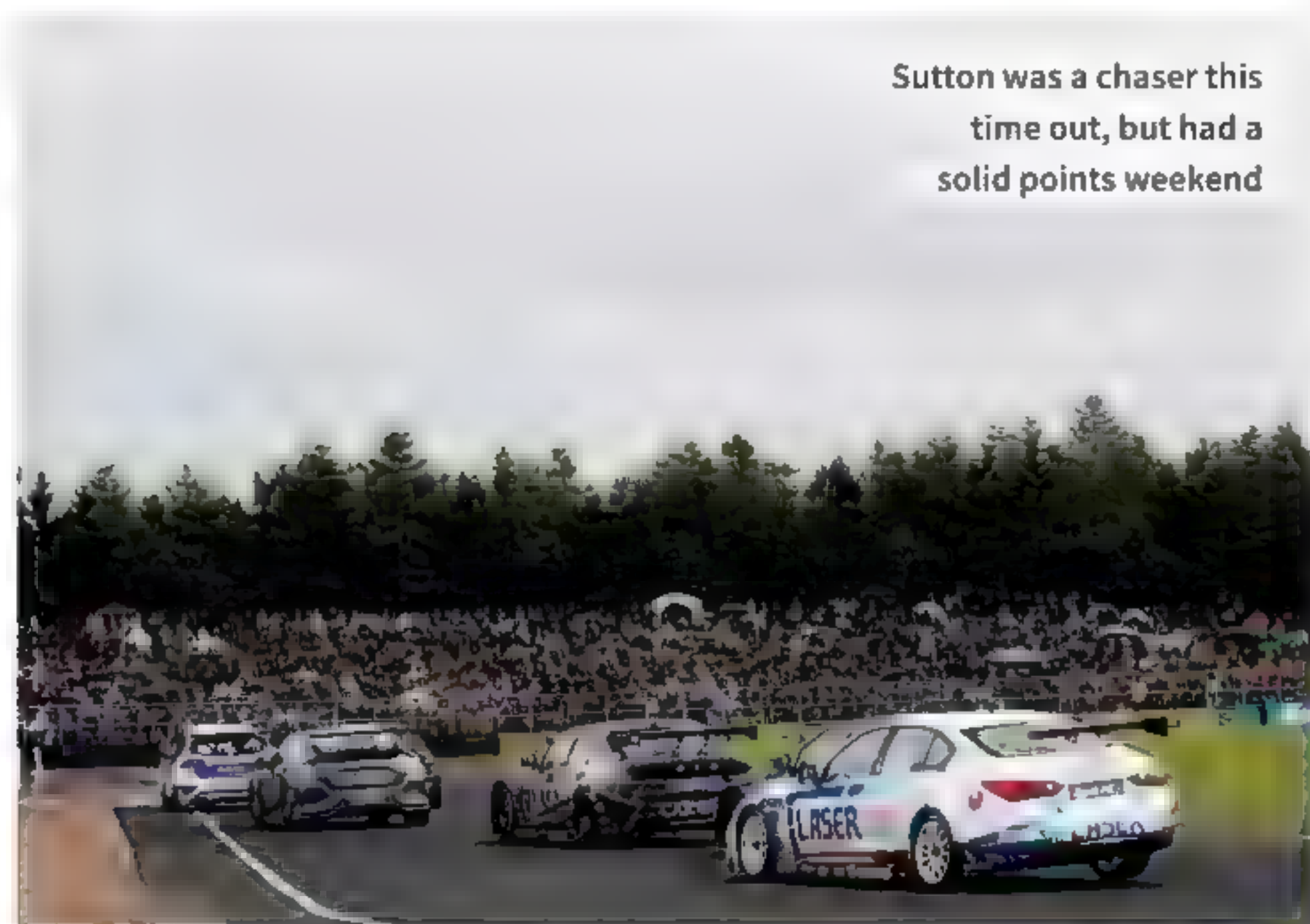
grow horns as he pulled off a magnificent pass on Proctor at Clark to regain that crucial seventh place. And, of course, as the acknowledged ‘King of Croft’, he converted that pole into an extraordinary 13th BTCC win at the North Yorkshire circuit in the finale. “That’s just how it goes sometimes,” he sighed of the warfare in race two. “What it did was put me on pole and we converted it, so I’m really proud of the team for that. Once you’re in front the car’s a different animal – it frees it up. I don’t remember other seasons where the dirty air [from following other cars] has had such an effect.”

Turkington was a comfortable 3.500s clear of Shedden, who spent the race defending from Sutton. For the three-time champ, still yet to win in his BTCC comeback season, it was a good recovery from qualifying 17th, fuming that as one of the teams in the ‘secondary’ paddock, Dynamics was hampered in getting a lap in during a session punctuated by two red flags. Sutton, in turn, was unusually tentative, but there was a good reason for that: “Into the first corner, I had Ingram on the left and Josh [Cook] on the right. As it hit the kerb it buckled the front-right wheel, and I was nursing a vibration the whole race. I couldn’t risk sticking my nose in – it wasn’t good in terms of what I was feeling from the steering wheel.”

In a processional race, Ingram took fourth from Cook, but with another lap the Honda might have got ahead, because the Hyundai’s right-front tyre had punctured and was flat by the end. And then came Moffat and Hill, both of whom were on the option tyre. In Moffat’s case that was forced upon him by the series’ sporting regulations, although this was something that some other teams seemingly had somehow overlooked (see *Pit & Paddock*); in Hill’s case, it’s the biggest chink in his armoury. The Motorbase/MB combo has struggled to get the softs to work this season, and Hill’s staunch defence of seventh place provided a welcome nine more points in the bag. First he withstood an attack from the Ciceley Motorsport BMW of Adam Morgan, who’d had a strong weekend. This ended when Hill got sideways into the complex, and inadvertent contact flicked Morgan into a spin. Then he soaked up pressure from Proctor.

Most importantly for Hill’s title quest, the softs are not being used at any of the remaining three events. It could be game on for the championship. “The soft tyres and 75kg [ballast] are never a great mix, and there’s no denying that we struggle on the soft compared to the others,” he admitted. “To hold on to seventh was a good end to the day. I know we’re quick enough to challenge for the title...”

Sutton was a chaser this time out, but had a solid points weekend



P60 SUPPORTS REPORT

See Club Autosport for a full round-up of the Mini, Porsche, Ginetta and F4 action from the BTCC support package.

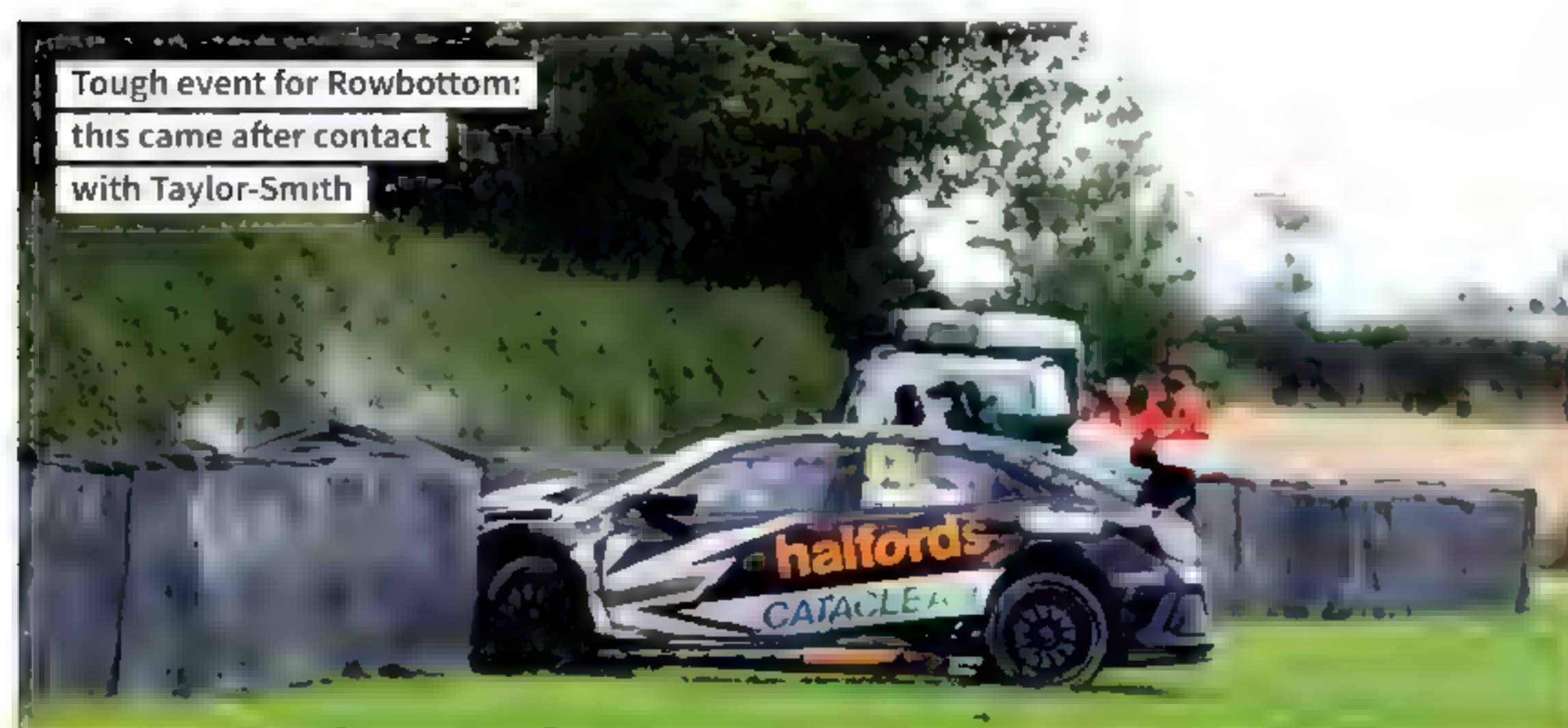
RESULTS ROUND 7/10, CROFT (GBR), 19 SEPTEMBER RACE 1 (18 LAPS - 37.802 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Aiden Moffat (GBR)	Laser Tools Racing / Infiniti Q50	27m26.297s
2	Jake Hill (GBR)	MB Motorsport (Motorbase) / Ford Focus (48kg)	+0.520s
3	Senna Proctor (GBR)	BTC Racing / Honda Civic Type R (9kg) (S)	+1.888s
4	Colin Turkington (GBR)	West Surrey Racing / BMW 330i M Sport (39kg)	+2.269s
5	Josh Cook (GBR)	BTC Racing / Honda Civic Type R (57kg) (S)	+2.877s
6	Ash Sutton (GBR)	Laser Tools Racing / Infiniti Q50 (75kg)	+4.502s
7	Chris Smiley (GBR)	Excelr8 Motorsport / Hyundai i30 N	+5.447s
8	Adam Morgan (GBR)	Ciceley Motorsport / BMW 330i M Sport (33kg)	+6.728s
9	Dan Lloyd (GBR)	Power Maxed Racing / Vauxhall Astra	+7.337s
10	Gordon Shedden (GBR)	Team Dynamics / Honda Civic Type R (15kg)	+8.043s
11	Tom Chilton (GBR)	Ciceley Motorsport / BMW 330i M Sport	+8.808s
12	Tom Ingram (GBR)	Excelr8 Motorsport / Hyundai i30 N (66kg)	+9.776s
13	Stephen Jelley (GBR)	West Surrey Racing / BMW 330i M Sport	+10.064s
14	Aron Taylor-Smith (IRL)	Team Hard / Cupra Leon (S)	+11.359s
15	Carl Boardley (GBR)	Laser Tools Racing / Infiniti Q50	+11.970s
16	Sam Osborne (GBR)	Motorbase Performance / Ford Focus	+12.649s
17	Jason Plato (GBR)	Power Maxed Racing / Vauxhall Astra	+13.576s
18	Jack Goff (GBR)	Team Hard / Cupra Leon	+14.276s
19	Rory Butcher (GBR)	Speedworks Motorsport / Toyota Corolla (27kg) (S)	+14.941s
20	Tom Oliphant (GBR)	West Surrey Racing / BMW 330i M Sport (S)	+15.167s
21	Sam Smelt (GBR)	Speedworks Motorsport / Toyota Corolla (S)	+16.101s
22	Jack Mitchell (GBR)	Team Hard / Cupra Leon (S)	+17.614s
23	Jack Butel (GBR)	Excelr8 Motorsport / Hyundai i30 N (S)	+23.884s
24	Andy Neate (GBR)	Motorbase Performance / Ford Focus	+29.719s
25	Nicolas Hamilton (GBR)	Team Hard / Cupra Leon	+30.118s
26	Nick Halstead (GBR)	Excelr8 Motorsport / Hyundai i30 N (S)	+34.270s
27	Jade Edwards (GBR)	BTC Racing / Honda Civic Type R (S)	+1m32.556s
R	Dan Rowbottom (GBR)	Team Dynamics / Honda Civic Type R (21kg) (S)	3 laps-accident
R	Ollie Jackson (GBR)	MB Motorsport (Motorbase) / Ford Focus	3 laps-accident damage

Winner's average speed 82.66mph. **Fastest lap** Cook 1m22.667s, 91.45mph. (S)=soft tyre.

QUALIFYING

1 Moffat 1m22.037s; **2** Hill 1m22.077s; **3** Turkington 1m22.159s; **4** Proctor 1m22.169s; **5** Morgan 1m22.186s; **6** Oliphant 1m22.190s; **7** Cook 1m22.214s; **8** Sutton 1m22.297s; **9** Rowbottom 1m22.330s; **10** Plato 1m22.413s; **11** Jackson 1m22.438s; **12** Jelley 1m22.502s; **13** Smiley 1m22.543s; **14** Lloyd 1m22.545s; **15** Chilton 1m22.573s; **16** Goff 1m22.603s; **17** Shedden 1m22.629s; **18** Smelt 1m22.655s; **19** Osborne 1m22.673s; **20** Boardley 1m22.734s; **21** Ingram 1m22.846s; **22** Taylor-Smith 1m22.994s; **23** Edwards 1m23.219s; **24** Mitchell 1m23.276s; **25** Butel 1m23.319s; **26** Neate 1m23.950s; **27** Halstead 1m24.993s; **28** Hamilton 1m27.260s; **29** Butcher no time.



GRID RACE 2 Decided by result of Race 1.

RACE 2 (18 LAPS - 37.802 MILES)

1 Hill (66kg) 27m31.374s; **2** Moffat (75kg) +5.508s; **3** Cook (39kg) +6.849s; **4** Ingram (S) +7.512s; **5** Sutton (33kg) (S) +7.749s; **6** Shedden (9kg) (S) +7.999s; **7** Turkington (48kg) (S) +10.087s; **8** Proctor (57kg) +11.254s; **9** Morgan (21kg) (S) +12.262s; **10** Jelley (S) +12.438s; **11** Smiley (27kg) +12.616s; **12** Plato (S) +12.771s; **13** Osborne +13.152s; **14** Jackson +13.370s; **15** Goff (S) +13.810s; **16** Rowbottom +14.927s; **17** Chilton (S) +15.131s; **18** Lloyd (15kg) (S) +15.330s; **19** Smelt +16.011s; **20** Mitchell +16.472s; **21** Edwards +17.225s; **22** Taylor-Smith +18.419s; **23** Boardley (S) +19.013s; **24** Neate +31.145s; **25** Halstead +33.461s; **26** Butel -1 lap; **R** Hamilton 5 laps-damage; **R** Oliphant 1 lap-suspension; **R** Butcher 0 laps-accident.

Winner's average speed 82.41mph.

Fastest lap Chilton 1m22.687s, 91.43mph.

GRID RACE 3 Decided by result of Race 2, with top seven reversed.

RACE 3 (16 LAPS - 33.602 MILES)

1 Turkington (27kg) 23m19.784s; **2** Shedden (33kg) +3.500s; **3** Sutton (39kg) +3.716s; **4** Ingram (48kg) +7.282s; **5** Cook (57kg) +7.896s; **6** Moffat (66kg) (S) +16.730s; **7** Hill (75kg) (S) +18.360s; **8** Proctor (21kg) +18.979s; **9** Rowbottom +20.363s; **10** Chilton +20.810s; **11** Butcher +21.279s; **12** Taylor-Smith +22.409s; **13** Oliphant +22.600s; **14** Jelley (9kg) +23.383s; **15** Boardley +26.709s; **16** Smelt +34.310s; **17** Morgan (15kg) +34.872s; **18** Neate (S) +36.467s; **19** Butel +36.939s; **20** Hamilton +45.435s; **21** Halstead (S) -1 lap; **22** Osborne (S) -1 lap; **23** Plato -1 lap; **R** Smiley (S) 5 laps-watertemperature; **R** Jackson (S) 1 lap-accident damage; **R** Edwards 1 lap-accident damage; **R** Goff 1 lap-accident damage; **R** Lloyd 0 laps-accident; **R** Mitchell 0 laps-accident.

Winner's average speed 86.42mph.

Fastest lap Sutton 1m22.423s, 91.72mph.

CHAMPIONSHIP

1 Sutton 247; **2** Hill 218; **3** Turkington 212; **4** Cook 211; **5** Ingram 210; **6** Shedden 165; **7** Moffat 163; **8** Proctor 162; **9** Morgan 159; **10** Butcher 141.

NEXT EVENT

SILVERSTONE 30 SEPTEMBER ISSUE

It's straight back to it this weekend with the hurly-burly of the National Circuit.

Herta led 91 of the race's 95 laps to take his second victory of the season



Herta wins as Palou puts one hand on the title

The young Andretti Autosport driver's ability to learn from his mistakes paid off, along with a little help from his dad, while the race runner-up tightened his grip at the top of the points table

DAVID MALSHER-LOPEZ

PHOTOGRAPHY  **motorsport**
IMAGES

Colton Herta's victory in the penultimate round of the 2021 IndyCar season was another demonstration of how he learns from errors. He didn't have the dominant pace that he'd shown in Nashville last month, but neither did he throw his car into the wall like he had in Nashville, frustrated at the injustice of running second (through no fault of his own) to Marcus Ericsson and unable to make his advantage count.

This race, Herta could have binned on several occasions, out of annoyance or overenthusiasm. But, partly through the calming coaching of his father and strategist Bryan Herta, a two-time Laguna Seca winner, and partly because this guy

seems to learn from every mistake he makes, the youngster delivered his second win of the season, the fifth of his three-year career, and led 91 of the 95 laps.

So that was one aspect of the race around the gorgeous up-and-down swoops of the 2.238-mile course on the Monterey peninsula. The other was of course the championship battle – and these two races overlapped for the majority of the Grand Prix of Monterey, because points leader Alex Palou swiftly became Herta's principal opposition.

The Chip Ganassi Racing Dallara-Honda driver came into the weekend facing four people who, mathematically at least, could prevent him winning the 2021 title. There were Pato O'Ward of Arrow McLaren SP and

two-time champion Josef Newgarden of Team Penske, who lay 25 and 34 points adrift respectively. And then two of his team-mates, six-time champ Scott Dixon and Ericsson, could also keep their title hopes alive until the last round if they beat Palou (by a considerable margin, in Ericsson's case) at Laguna Seca. This they failed to do (by a considerable margin).

And to be honest, Newgarden's hopes are gone too. He needs to win the Long Beach finale and Palou fail to start in order to overhaul him in the points. And the Penske driver knew his title hopes were all but over when he failed to graduate from Q1 in qualifying, which is why he alighted from his cockpit, stalked away and refused interviews. Since taking a convincing pole



L-r: Podium trio
Herta, Palou and
Grosjean celebrate
LAGUNA SECA



FLASHES OF FLAIR

A number of drivers who qualified disappointingly made a better impression in the race, although with such a mix of tyre strategies, some looked strong only temporarily. Romain Grosjean's third place was awesome, Josef Newgarden's seventh place – on a four-stop strategy on a day with only two laps of yellow – was inspired, his charge on a final set of reds being strong, albeit less spectacular than that of Grosjean.

But Newgarden's Penske team-mate Scott McLaughlin also had his strong moments on reds, so too did the second Dale Coyne Racing car of Ed Jones, and Marcus Ericsson was outperforming Scott Dixon even before the Kiwi had his car damaged by a spinning Takuma Sato in the Corkscrew.

Graham Rahal spun luridly in qualifying when set to get into the Firestone Fast Six but, from 12th on the grid, really ground out his fourth place. Meanwhile, Rahal's temporary team-mate Oliver Askew (below) qualified brilliantly and managed to score a top-10 finish with some incisive passes at Turn 2 after getting shuffled back on the opening lap. He's surely made a case for filling that permanent third Rahal Letterman Lanigan seat for 2021.

But credit must also be given to Jimmie Johnson (above). He started 25th in the 27-car field and finished a lap down after surviving his assault by Grosjean. But more noteworthy is that he passed James Hinchcliffe fair and square at the Corkscrew and came home ahead of not only the Canadian veteran but also Rinus VeeKay, Felix Rosenqvist and Max Chilton. His best finish yet in an IndyCar, 17th, proves the seven-time NASCAR champ is heading in the right direction.



(and victory) at Mid-Ohio, Newgarden's quali form on road and street courses has taken a major dive – 12th on the grid at Nashville after crashing in Q2, 14th for the August Indianapolis road course race, 18th at Portland, 17th at Laguna Seca.

"We just can't start from back there," said Newgarden after carrying out a bold four-stop strategy last Sunday and coming away with seventh. "It was just a punch to the gut yesterday [in qualifying] with the way that went – and two weekends in a row. It's still a bit hard to digest."

Instead it was Will Power who shone for Penske, delivering second fastest time – a mere 0.027 seconds behind Herta – before having his fastest lap invalidated for failing to heed the yellow flags for O'Ward spinning into the sand exiting the famed Corkscrew as he wrestled his car in the Firestone Fast Six shootout. Still, Power's second fastest lap was good enough for third on the grid, and Alexander Rossi, who thus got promoted to the front row alongside Andretti Autosport team-mate Herta, would have willingly traded with Power for the precious inside line for the Turn 2 hairpin at the start (Turn 1 is just a kink) over the crest.

Interestingly, it was Palou who offered the best example of what a fine line it is to wring the most out of an IndyCar around this tyre-chewing track that sees grip levels rise as rubber goes down, then fall when a driver drops a wheel off and drags dust and sand onto the surface. The Spanish sophomore is a very neat and tidy driver

when travelling deceptively fast in qualifying, but it took him until his very last flier to nail his sectors together into one cohesive whole to land fourth on the grid. This was crucial, for it put him ahead of not only Oliver Askew – doing a brilliant job in Rahal Letterman Lanigan Racing's 'third' car – but also title rival O'Ward, who lost his best lap for that Corkscrew-up.

Arrow McLaren SP elected to start its lead driver on Firestone's harder primary tyres, unlike those around him, but it would serve him badly because they don't come up to temperature fast enough, and he was jumped by eighth-place starter Dixon on the opening lap.

O'Ward would move back up to fifth a lap later, however, due to the exit of Rossi. Going against his pessimistic prophecies, he had retained second ahead of Power at the drop of the green. Then, on lap two, chasing Herta, he thought he detected a chance as his young team-mate kicked up some dust before Turn 4 and lost some momentum. Rossi flicked his car to the inside for Turn 5, Herta hung on around the outside, able to carry more speed, which meant as the cars turned left to head up the hill and Rossi's car bobbled, it was his right-front wheel that made contact with Herta's left-rear. The impact, with less weight over the front wheels due to the incline, was enough to flick the wheel from Rossi's grasp and send him spinning to the inside of the course, causing the only caution period of the day.

That should have allowed Power a clear >>

run at Herta and, given the Aussie veteran's ability to lap fast without hurting his tyres, he might have been a genuine threat for the win. But at the end of lap 10 he pitted with an electrical problem for which Chevrolet took the blame, and which cost the #12 Penske entry two laps.

Barring unforeseen circumstances, that was the end of Chevrolet's hopes of victory, for O'Ward was struggling. He fell behind Ericsson on lap five and Simon Pagenaud (Penske) on lap six.

Now Palou was able to consider his options. On a clear track, Herta, who had started on fresh red tyres, was pulling away, getting his lead out to seven seconds. That was partially thanks to Palou being briefly stuck behind the hobbled Power, partially due to the fact that the Ganassi driver had started on used reds.

That sent Palou to the pits on lap 16,

“Palou is too smart to have risked going toe to toe with a driver outside the title hunt”

while Herta went three laps longer. This briefly handed the lead to Romain Grosjean, who'd rocketed from 13th on the grid to 10th on the opening lap, before disposing of rookie rival Scott McLaughlin's Penske machine and then the slow-starting Askew, O'Ward and — at the entry to the Corkscrew, no less — the struggling Dixon.

Grosjean's exciting run was only temporarily hobbled by the switch to fresh primaries on lap 20 that let Herta back into the lead. For two laps Herta had the cushion of Takuma Sato — who had pitted under the Rossi-induced yellow — between himself and Palou, but Palou was now on fresh reds, and Herta was on blacks, so the Ganassi driver sliced past Sato and gained on the leader... temporarily. But soon the



Firestone reds were no longer an advantage, and by lap 35 Herta had stretched his advantage back to 5s. In third, now over 20s back, was O'Ward, who was finding his fresh reds were able to stay under him, allowing him to overtake the strugglers and the off-sequence drivers but not enough to put him on the pace of the lead pair.

For the second round of stops, Palou again pitted first to switch to used primaries, while Herta took on another fresh set, yet the gap came down to two seconds. Around half-distance in this 95-lap race, the pair hit traffic, and now Herta appeared to be in trouble, trying to defend from Palou, but also unwilling to use up his push-to-pass to zap past Felix Rosenqvist, Jimmie Johnson and Max Chilton ahead.

Asked if this had persuaded him that IndyCar needs to wave blue flags at backmarkers, Herta stoically replied: “Yes and no. In the car, if you were to ask me, I would have said, yeah, like 100% we need blue flags. But I think from the consumer aspect, it makes the race more interesting... It was something new for me. I'd never really had that in IndyCar, where I was struggling to lap people [while also] having a car that I'm having to defend from.”

He dealt with the dilemma masterfully and stayed ahead. And to be fair, Palou is too smart to have risked going toe to toe with a driver outside the title hunt on a day when he himself had the chance to extend his points lead.

Finally, on lap 59, Herta got around Rosenqvist, while Palou was left behind the Swede, and that was the protection Herta needed. The lead pair had been held up enough for O'Ward to reduce his deficit to 17s, but he was struggling to make the black rubber work, and his mirrors were full of the battling Ericsson and Graham Rahal.

O'Ward pitted on lap 65, but again opted for black tyres rather than used reds — the only reds he had available. Rahal and Ericsson went until lap 68 but, while the Swede opted for more blacks, Rahal was able to grab fresh reds and emerged ahead not only ahead of Ericsson but also O'Ward, and disappeared into the distance.

Rahal thus looked set to claim third... but that was not accounting for Grosjean





who, after two middle stints on black tyres, made a late third stop for fresh reds and emerged in seventh, five seconds ahead of Askew, five behind Pagnaud. That latter gap quickly diminished, and Grosjean passed the Penske driver for sixth on lap 79, Ericsson for fifth on lap 80, and O'Ward around the outside of Turn 3 for fourth on lap 81.

Zooming onto the tail of Rahal, whose reds were six laps older, Grosjean grabbed third into Turn 2 on lap 84 before chasing after the lead pair. A wildly optimistic move lapping Johnson at the top of the Corkscrew slowed his momentum, but somehow both made it through.

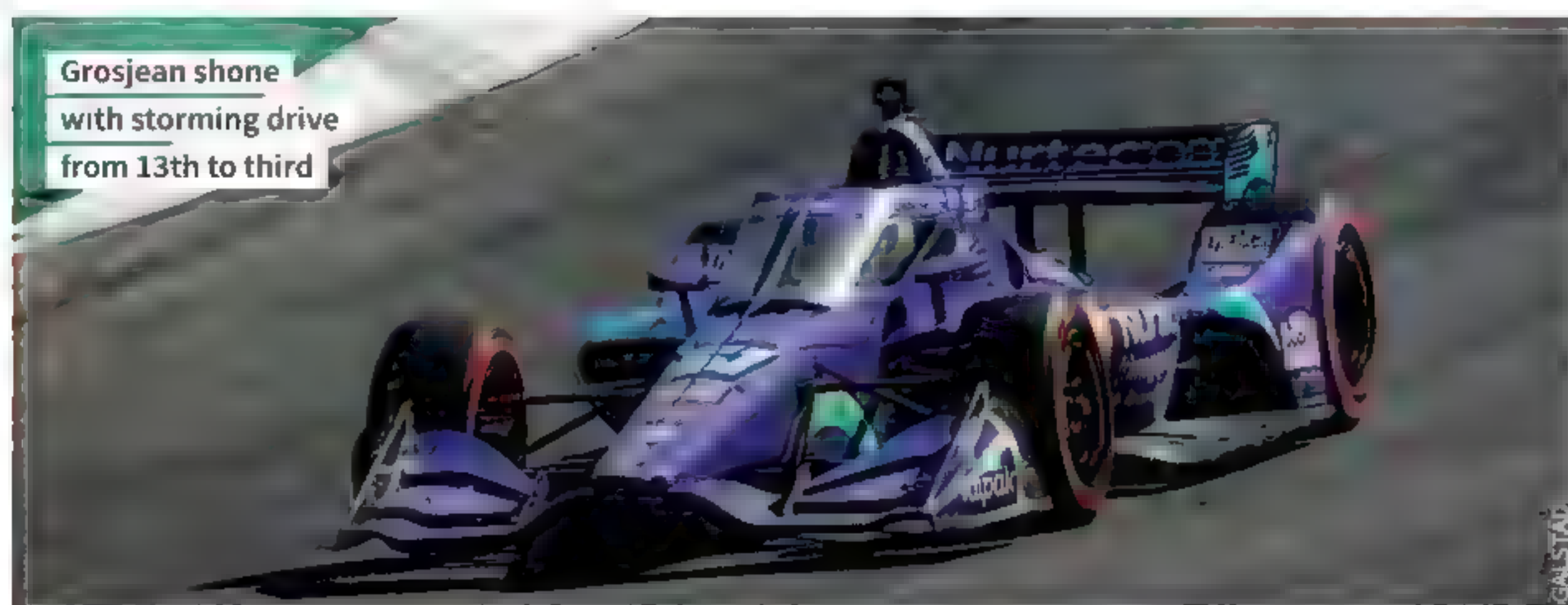
Grosjean ran out of laps before he had a chance to run out of grip but was content with his charging third place. Up front, Herta maintained a safe distance ahead of Palou to score his second consecutive Laguna Seca triumph.

Rahal was a well-deserved fourth, while O'Ward hung onto fifth ahead of Ericsson.

NEXT REPORT

LONG BEACH 30 SEPTEMBER ISSUE

Can Palou cap a remarkable season by securing the crown at one of America's greatest venues?



ROUND 13/14, LAGUNA SECA (USA), 19 SEPTEMBER (95 LAPS = 212.610 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Colton Herta (USA)	Andretti Autosport with Curb-Agajanian / Dallara-Honda	2h02m31.5444s
2	Alex Palou (ESP)	Chip Ganassi Racing / Dallara-Honda	+1.9747s
3	Romain Grosjean (FRA)	Dale Coyne Racing with RWR / Dallara-Honda	+3.7087s
4	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+13.8616s
5	Pato O'Ward (MEX)	Arrow McLaren SP / Dallara-Chevrolet	+24.6972s
6	Marcus Ericsson (SWE)	Chip Ganassi Racing / Dallara-Honda	+28.5032s
7	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	+29.7267s
8	Simon Pagnaud (FRA)	Team Penske / Dallara-Chevrolet	+30.4215s
9	Oliver Askew (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+32.4675s
10	Ed Jones (ARE)	Dale Coyne Racing with Vasser Sullivan / Dallara-Honda	+47.9944s
11	Ryan Hunter-Reay (USA)	Andretti Autosport / Dallara-Honda	+1m07.1843s
12	Scott McLaughlin (NZL)	Team Penske / Dallara-Chevrolet	+1m13.4940s
13	Scott Dixon (NZL)	Chip Ganassi Racing / Dallara-Honda	+1m16.3595s
14	Sebastien Bourdais (FRA)	AJ Foyt Enterprises / Dallara-Chevrolet	-1lap
15	Jack Harvey (GBR)	Meyer Shank Racing / Dallara-Honda	-1lap
16	Conor Daly (USA)	Ed Carpenter Racing / Dallara-Chevrolet	-1lap
17	Jimmie Johnson (USA)	Chip Ganassi Racing / Dallara-Honda	-1lap
18	Rinus van Kalmthout (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	-1lap
19	Felix Rosenqvist (SWE)	Arrow McLaren SP / Dallara-Chevrolet	-1lap
20	James Hinchcliffe (CAN)	Andretti Steinbrenner Autosport / Dallara-Honda	-1lap
21	Max Chilton (GBR)	Carlin / Dallara-Chevrolet	-1lap
22	Callum Iltott (GBR)	Juncos Hollinger Racing / Dallara-Chevrolet	-1lap
23	Dalton Kellett (CAN)	AJ Foyt Enterprises / Dallara-Chevrolet	-1lap
24	Helio Castroneves (BRA)	Meyer Shank Racing / Dallara Honda	1lap
25	Alexander Rossi (USA)	Andretti Autosport / Dallara-Honda	-2laps
26	Will Power (AUS)	Team Penske / Dallara-Chevrolet	-2laps
27	Takuma Sato (JPN)	Rahal Letterman Lanigan Racing / Dallara-Honda	83 laps-damage

Winner's average speed 104.114mph. Fastest lap Newgarden 1m13.0826s, 110.242mph

Q3 1 Herta 1m10.7994s; **2** Rossi 1m10.9951s; **3** Power 1m11.1317s; **4** Palou 1m11.3317s; **5** Askew 1m11.8937s; **6** O'Ward 1m24.2715s.

Q2 Herta 1m10.5847s; **Power** 1m10.8333s; **Palou** 1m10.8351s; **Askew** 1m10.9117s; **Rossi** 1m10.9169s; **O'Ward** 1m11.0220s; **7** Ericsson 1m11.2581s; **8** Dixon 1m11.2768s; **9** Pagnaud 1m11.3067s; **10** Chilton 1m11.3088s; **11** Hinchcliffe 1m11.4567s; **12** Rahal 1m12.5932s.

Q1-GROUP 1 Herta 1m10.9020s, Rahal 1m10.9915s; **O'Ward** 1m11.2992s; **Ericsson** 1m11.3179s; **Pagnaud** 1m11.3775s; **Dixon** 1m11.5276s; **13** Grosjean 1m11.5303s; **15** Rosenqvist 1m11.5446s; **17** Newgarden 1m11.5503s;

19 Hunter-Reay 1m11.6721s; **21** Bourdais 1m11.9776s; **23** Sato 1m12.1443s; **25** Johnson 1m12.2865s.

Q1-GROUP 2 Askew 1m11.0155s, Rossi 1m11.0691s; **Chilton** 1m11.1852s; **Power** 1m11.2836s; **Hinchcliffe** 1m11.3542s; **Palou** 1m11.4397s; **14** Jones 1m11.4692s; **16** McLaughlin 1m11.5767s; **18** Daly 1m11.5921s; **20** Harvey 1m11.6689s; **22** Castroneves 1m11.8071s; **24** van Kalmthout 1m12.2843s; **26** Iltott 1m12.3558s; **27** Kellett 1m12.6055s.

CHAMPIONSHIP 1 Palou 517; **2** O'Ward 482; **3** Newgarden 469; **4** Dixon 445; **5** Ericsson 430; **6** Herta 402; **7** Rahal 374; **8** Pagnaud 353; **9** Power 337; **10** Rossi 304.



Red Bull-backed Lawson now holds a 10-point lead with four races to run

Wittmann, Auer share wins as Lawson tops points

DTM
ASSEN (NLD)
18-19 SEPTEMBER
ROUND 6/8

Marco Wittmann and Lucas Auer shared the spoils in the sixth round of the DTM season at Assen, but it was Liam Lawson who stole the headlines for snatching the points lead from Kelvin van der Linde.

Red Bull junior Lawson had already put a severe dent in van der Linde's championship advantage with a double victory in Austria a fortnight ago, overcoming the DTM's new success-handicap system to complete a rare clean sweep. And when his Abt Sportsline Audi rival plummeted to 12th in Assen's opening race after being caught out by an ill-timed safety car, AF Corse Ferrari driver Lawson could take the lead in the

standings with a sublime drive to third.

The Kiwi then contended for victory in Sunday's encounter, giving Winward Mercedes racer Lucas Auer a run for his money in the closing stages. Ultimately, he fell just 0.593s short of scoring what would have been his fourth victory of the season.

Wittmann picked up the final spot on the podium after Daniel Juncadella was forced to park his Mercedes with tyre issues just three laps from the finish. Van der Linde ended up a disappointed fourth for Audi, unable to take advantage of fresher tyres to find a way past Wittmann. The South African has now slipped 10 points behind Lawson, having enjoyed a 33-point advantage over his then-nearest rival Maximilian Gotz just two rounds ago.

In fact, the Red Bull Ring and Assen events were so punishing for the two-time

GT Masters champion that he has slipped to third in the standings, with Wittmann separating him from Lawson following his victory in Saturday's opening race.

A slow pitstop had dropped Wittmann's Walkenhorst BMW to fifth place, putting the win seemingly out of his sight as guest driver Mirko Bortolotti led the early stages in a Lamborghini. But when the safety car bunched the field back up again, Wittmann was able to showcase his pace, pulling off some fierce overtaking moves on Lawson and Bortolotti to take the lead. Even a five-second penalty for his move on Lawson wasn't enough to deny the two-time champion a 17th career DTM win.

The Assen weekend featured some impressive performances from Bortolotti and Christian Klien, both competing as guest drivers in an expanded 21-car field. The Italian finished second in race one to bag Lamborghini's first-ever DTM podium. Klien and his JP Motorsport McLaren team also put together a strong performance, finishing a fine fifth in the same race.

Alex Albon had a relatively low-key weekend but played a crucial role in Lawson securing a podium finish in race two. Albon had passed his team-mate on the opening lap and was knocking on the door of Wittmann for second place in the first stint. But to assist Lawson's title challenge, he allowed him to stop first for fresh tyres on lap five on a track where the undercut had proved to be extremely powerful. Lawson duly jumped both Albon and Wittmann to move up to second place.

RACHIT THUKRAL



Gronholm and Kristoffersson split success

WORLD RALLYCROSS
RIGA (LVA)
18-19 SEPTEMBER
ROUND 4/7

The double-header World Rallycross round in Riga, Latvia that marked the halfway point of the 2021 season may prove pivotal in the title race. If triple and reigning champion Johan Kristoffersson and Finnish protagonist Niclas Gronholm had failed to score big across the two contests, and points leader Timmy Hansen had taken another strong haul, championship aspirations for non-Peugeot 208 drivers would have started to look pretty bleak.

But, putting poor fortune from the opening three rounds behind them, both Gronholm and Kristoffersson tasted success. They claimed a win apiece and netted the big points they needed to climb the championship order despite the pair enduring a rough run.

Yet again the fastest driver in qualifying, Kristoffersson did little wrong on his way to claiming the top spot during the opening stages on Saturday. He then won his semi-final, while managing the race pace under big pressure from Timmy Hansen.

At the start of the final, Kristoffersson lined up on the front row with fellow semi-final victor Gronholm alongside. But it would be Gronholm who came out on top. The pair touched on the run to Turn 1, Kristoffersson's Audi S1 was pitched into a spin, and he sailed backwards into the tyre wall. He was able to continue the race at reduced pace, eventually finishing fifth thanks to the retirement of Timo Scheider from



second later on the opening lap. That extra point for Kristoffersson could prove important come the finale in Germany. Up front, the early drama gave Gronholm's Hyundai i20 a healthy lead, with a margin he maintained to secure his first win of the year. Hansen brothers Timmy and Kevin were second and third, limiting their points loss.

It was Gronholm's turn to suffer on Sunday. Gearbox failure in the first session meant he dropped down the times, but still finished his race. He fought back with the fastest times in Q2 and Q3 to top qualifying, then won his semi-final. In a mirror of Saturday's proceedings, Kristoffersson won semi-final two to start on the outside of the grid for the final.

This time there was no contact at Turn 1, as Kristoffersson hung his Audi out around the outside of Gronholm's Hyundai. Kristoffersson led from then on and scored his first win for the EKS JC team. Gronholm finished second, the results across the weekend lifting both drivers into title contention.

Mattias Ekstrom returned to the series with the Munnich Motorsport team rather his own squad for which Kristoffersson drives. He went out in the semis on Saturday with a puncture, then lost out to Timmy Hansen on Sunday for the final podium spot. Ekstrom can leave Riga pleased, though. He proved that both he and Munnich's SEAT Ibiza had the pace to compete, with fastest time in Q1 on Sunday.

HAL RIDGE



WEEKEND WINNERS

DTM

ASSEN (NLD)

Race 1 Marco Wittmann
Walkenhorst Motorsport
(BMW M6 GT3)

Race 2 Lucas Auer
Winward Racing
(Mercedes-AMG GT3 Evo)

WORLD RALLYCROSS

RIGA (LVA)

Race 1 Niclas Gronholm
GRX-SET (Hyundai i20)

Race 2 Johan Kristoffersson
EKS JC (Audi S1)

EUROPEAN RALLY CHAMPIONSHIP

AZORES (PRT)

Andreas Mikkelsen/Elliott Edmondson
Toksport WRT (Skoda Fabia Rally2 Evo)

INDY LIGHTS

LAGUNA SECA (USA)

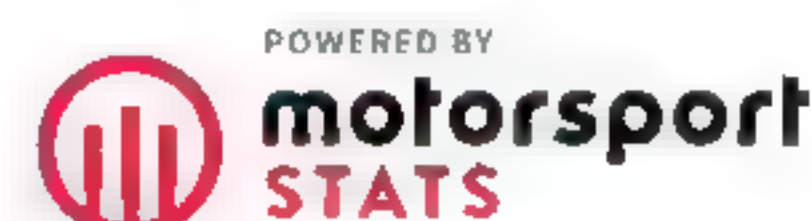
Races 1 & 2
Kyle Kirkwood, Andretti Autosport

BRAZILIAN STOCK CARS

GOIANIA (BRA)

Race 1 Rubens Barrichello
Full Time Sports (Toyota Corolla)

Races 2, 3 & 4
Ricardo Mauricio
Eurofarma RC (Chevrolet Cruze)



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WRT win seals third title with race to spare

EUROPEAN LE MANS SERIES
SPA (BEL)
19 SEPTEMBER
ROUND 5/6

Team WRT managed to survive a scrappy start at Spa to take not only a third European Le Mans Series victory of the season, but also seal the title in the LMP2 division with one round to go.

The Belgian track often provides chaos at the start, and so it proved once again, with championship contenders G-Drive Racing and United Autosports among the cars in trouble at La Source. G-Drive's ORECA retired after contact with Roman Rusinov at the wheel, while Phil Hanson in the United ORECA went a lap down due to a puncture. This was the ideal scenario for WRT. Robert Kubica, Yifei Ye and Louis Deletraz kept their noses clean to win with their ORECA ahead of the Duqueine Team and Panis Racing efforts.



L-r: Deletraz, Ye and Kubica pose after snaring LMP2 crown with Spa win

In LMP3, DKR Engineering started the race from class pole, but the Luxembourg-flagged team lost the lead in the first-corner chaos and had to battle hard to regain it. Once Laurents Horr and team-mate Mathieu de Barbuat had got their Duqueine out in front, they proved uncatchable and finished almost a minute ahead of their nearest competition.

AF Corse ensured the battle for the GTE title will go down to the wire at Portimao

when Francois Perrodo, Emmanuel Collard and Alessio Rovera convincingly took their second win of the season ahead of the championship-leading Iron Lynx Ferrari. The second Iron Lynx car sealed a Ferrari 1-2-3 by beating the Proton Competition Porsche to the line.

NELSON VALKENBURG



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Larson victorious, Harvick and Elliott come to blows

NASCAR CUP
BRISTOL (USA)
18 SEPTEMBER
ROUND 29/36

A late-race dust-up between Kevin Harvick and Chase Elliott opened the door for Kyle Larson to score victory in the NASCAR Cup encounter on Saturday night at Bristol Motor Speedway.

Angered by an earlier incident with Harvick, Elliott – running a lap down – appeared to hold up the race leader late on, which allowed Larson to close

from second. With three laps of 500 remaining, Larson got around Harvick and Elliott. Despite a nudge from Harvick to his rear bumper after the pass, the Hendrick Motorsports racer held on for his sixth win of the 2021 season.

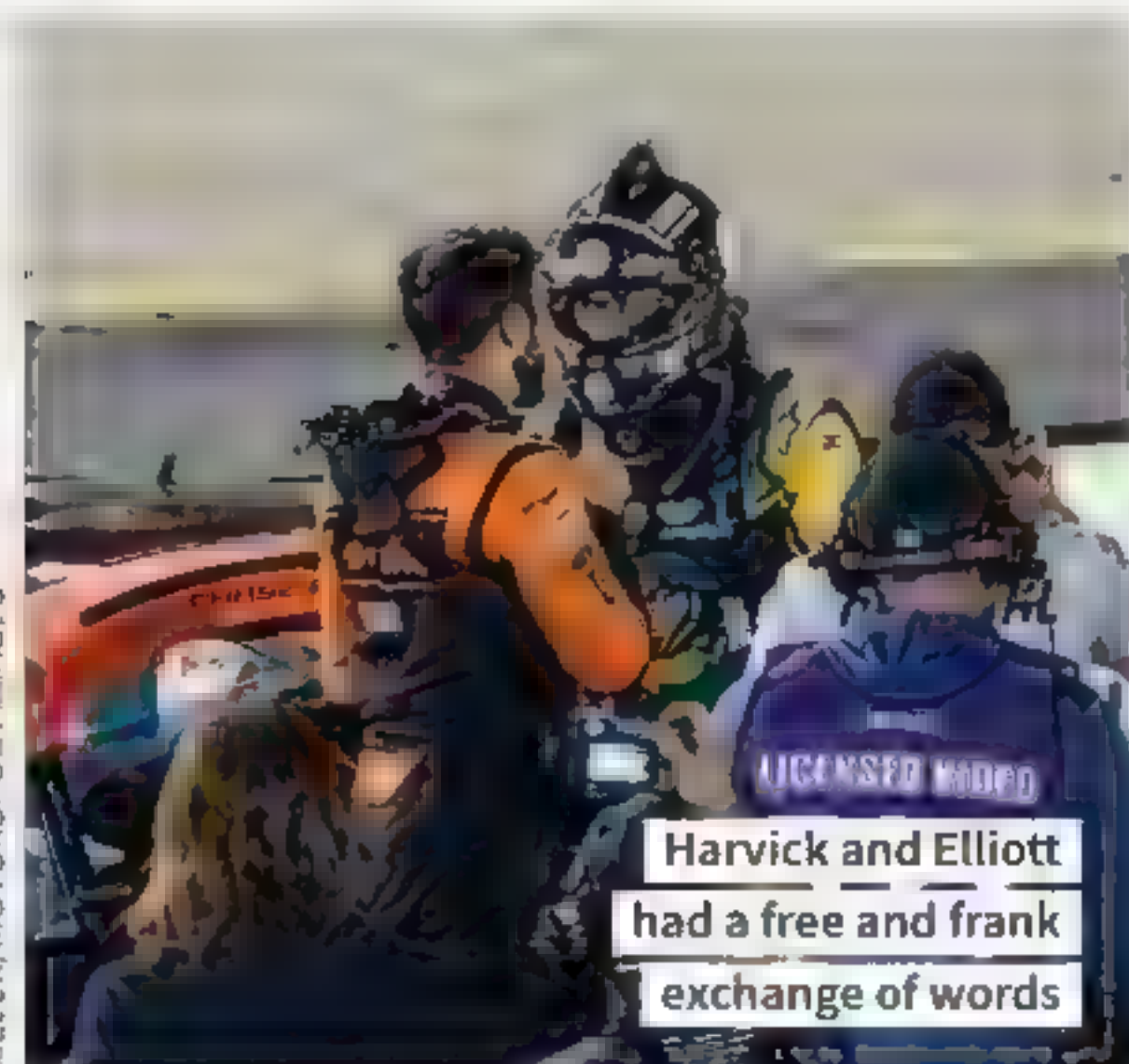
“We were able to stay close enough to Kevin,” said Larson. “Chase was upset with the contact, was making things kind of tough on him. It kept me in the game.”

Harvick and Elliott had made contact when Harvick passed him for the lead with 35 laps to go, which left Elliott with a flat tyre, forced him to pit and knocked him out of contention for the win.

William Byron finished third, Ryan Blaney was fourth and Alex Bowman rounded out the top five in the race that concluded the first round of the Cup playoffs. Michael McDowell, Aric Almirola, Kurt Busch and Tyler Reddick were eliminated from the final title fight.

Joining Larson and Harvick in the Round of 12 – which opens this weekend at Las Vegas – are Denny Hamlin, Martin Truex Jr, Elliott, Bowman, Byron, Kyle Busch, Christopher Bell, Blaney, Brad Keselowski and Joey Logano.

JIM UTTER



Harvick and Elliott had a free and frank exchange of words

WEEKEND WINNERS

EUROPEAN LE MANS SERIES
SPA (BEL)

LMP2 Robert Kubica/Louis Deletraz/Yifei Ye
 Team WRT
 (ORECA-Gibson 07)

LMP3 Laurents Horr/Mathieu de Barbuat
 DKR Engineering
 (Duqueine-Nissan M30-D08)

LMGTE Francois Perrodo/Emmanuel Collard/
 Alessio Rovera
 AF Corse
 (Ferrari 488 GTE Evo)

NASCAR CUP
BRISTOL (USA)

Kyle Larson
 Hendrick Motorsports
 (Chevrolet Camaro ZL1 1LE)

NASCAR XFINITY SERIES
BRISTOL (USA)

AJ Allmendinger
 Kaulig Racing
 (Chevrolet Camaro)

NASCAR TRUCK SERIES
BRISTOL (USA)

Chandler Smith
 Kyle Busch Motorsports
 (Toyota Tundra)



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Bagnaia survives more pressure to triumph again as title race hots up

MOTOGP
MISANO (ITA)
19 SEPTEMBER
ROUND 14/18

Francesco Bagnaia has probably never had a more stressful week in his racing career than the seven days between the Aragon and San Marino Grands Prix. After fending off Marc Marquez in a thrilling duel in Spain for his maiden MotoGP victory, the Ducati rider was subjected to more nerve-shredding torture in front of his home fans at Misano as he prevailed for his second successive win, this time over Fabio Quartararo.

With the threat of rain hanging over the Adriatic coastal circuit, last Sunday at Misano was poised to be a fairly significant

day in the destiny of the 2021 world championship. A rain-hit FP2 left championship leader Quartararo down in 18th and scratching his head as no clear fix for Yamaha's issues in wet conditions appeared forthcoming. Stronger than anyone in the dry running, Quartararo needed the elements to work in his favour. Bagnaia proved sound in the wet and dry, with a decent result in the rain likely to decimate Quartararo's 53-point lead in the standings.

But the race would be run in the dry, which led Bagnaia and Quartararo to compete on diverging strategies. The Ducati man's plan was to use the grip advantage of his soft rear Michelin to bolt away from pole, while Quartararo banked on his Yamaha's medium rubber offering a card to play in the closing

stages of the 27-lap contest.

Bagnaia executed his plan to perfection, dumping his clutch at the exact point the start lights went out, while team-mate Jack Miller leapt ahead of Quartararo to run second. By the end of the first lap, Bagnaia was already a second clear and continued to extend that gap as he wrung every ounce of performance out of his soft rubber.

Quartararo's early race became more complicated when Pramac's Jorge Martin, on another rocketship Ducati, came past on lap three. Quartararo quickly retaliated and was offered respite when Martin crashed at the Carro right-hander of Turn 14.

Errors for Quartararo and Miller at Turn 13 on lap eight sent both riders off track and gave Bagnaia another second to play with. Ultimately, it would be this mistake that cost Quartararo glory. Ducati expected the soft rear to start fading with 10 laps remaining. Quartararo found a way through on Miller on lap 14 of 27 as the Australian battled a vibration on his rear soft.

When Bagnaia's tyre started to lose grip, the medium-shod Quartararo ate into his lead. With three to go, he was onto the back of Bagnaia, but the brute force of the Ducati GP21 and Bagnaia's superior speed through the fast sequence of right-handers at Turns 11, 12 and 13 meant second was the best Quartararo could manage.

Bagnaia, "terrified" of a repeat of the crash that ended his 2020 Misano victory hopes, cut Quartararo's points lead down to 48 with just 100 left up for grabs. Given how

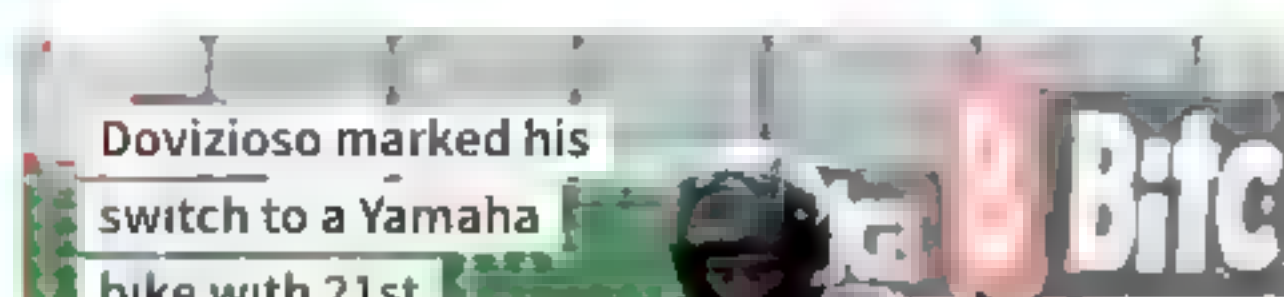


Quartararo gives chase with his slower-burning medium rear tyre

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Mir's title defence is fading after he was demoted to sixth



Dovizioso marked his switch to a Yamaha bike with 21st



his Sunday could have gone, it's no wonder Quartararo felt it was "the first time I'm happy about a second".

Completing the podium for the first time in his MotoGP career was Avintia rookie Enea Bastianini. The young Italian carved his way from 12th on the grid through to fourth on his two-year-old Ducati – taking "the boss of MotoGP" Marc Marquez along the way – in the first six laps and threatened a victory bid at one point when he reeled off successive fastest laps on the 16th and 17th tours. That charge didn't quite pan out, but another rapid young gun will be cause for concern for the rest of the grid.

Marquez enjoyed an "important" fourth as he found strong form on a punishing track for his recovering right arm, while an "angry" Joan Mir sounded the death knell on his title defence after a track-limits violation demoted him to sixth behind Miller. Pol and Aleix Espargaro, Brad Binder and Takaaki Nakagami completed the top 10.

Maverick Vinales took his first points as an Aprilia rider in 13th, while the injured Franco Morbidelli began his factory Yamaha career with a far-from-representative 18th in his first race since June. His replacement at Petronas SRT, Andrea Dovizioso, was last of the classified runners in 21st as he began the long process of adapting to a Yamaha after eight years on a Ducati. Team-mate Valentino Rossi still delighted his home fans, despite ending his penultimate Italian MotoGP race in 17th.

LEWIS DUNCAN

RESULTS ROUND 14/18, MISANO (ITA), 19 SEPTEMBER (27 LAPS – 70.900 MILES)

POS	RIDER	TEAM	TIME
1	Francesco Bagnaia (ITA)	Ducati	41m48.305s
2	Fabio Quartararo (FRA)	Yamaha	+0.364s
3	Enea Bastianini (ITA)	Avintia Ducati	+4.789s
4	Marc Marquez (ESP)	Honda	+10.245s
5	Jack Miller (AUS)	Ducati	+10.469s
6	Joan Mir (ESP)	Suzuki	+10.325s
7	Pol Espargaro (ESP)	Honda	+13.234s
8	Aleix Espargaro (ESP)	Aprilia	+15.698s
9	Brad Binder (ZAF)	KTM	+16.129s
10	Takaaki Nakagami (JPN)	LCR Honda	+18.519s
11	Michele Pirro (ITA)	Ducati	+20.373s
12	Johann Zarco (FRA)	Pramac Ducati	+21.066s
13	Maverick Vinales (ESP)	Aprilia	+21.258s
14	Stefan Bradl (DEU)	Honda	+28.142s
15	Alex Marquez (ESP)	LCR Honda	+30.686s
16	Danilo Petrucci (ITA)	Tech3 KTM	+32.654s
17	Valentino Rossi (ITA)	Petronas Yamaha	+33.853s
18	Franco Morbidelli (ITA)	Yamaha	+36.272s
19	Luca Marini (ITA)	Avintia Ducati	+36.839s
20	Miguel Oliveira (PRT)	KTM	+37.202s
21	Andrea Dovizioso (ITA)	Petronas Yamaha	+42.587s
R	Alex Rins (ESP)	Suzuki	17 laps-accident
R	Iker Lecuona (ESP)	Tech3 KTM	14 laps-accident
R	Jorge Martin (ESP)	Pramac Ducati	10 laps-withdrew

WEEKEND
WINNERS

MOTO2

MISANO (ITA)

Raul Fernandez (below)
Ajo Motorsport (Kalex)

MOTO 3

MISANO (ITA)

Dennis Foggia
Leopard Racing (Honda)



Winner's average speed 101.757mph. Fastest lap Bastianini 1m32.242s, 102.483mph.

QUALIFYING 2 1 Bagnaia 1m31.065s; 2 Miller 1m31.314s; 3 Quartararo 1m31.367s; 4 Martin 1m31.663s; 5 Zarco 1m31.836s; 6 P Espargaro 1m31.923s; 7 M Marquez 1m31.935s; 8 A Espargaro 1m31.937s; 9 Rins 1m32.017s; 10 Vinales 1m32.121s; 11 Mir 1m32.426s; 12 Bastianini 1m32.461s.

QUALIFYING 1 Bastianini 1m31.876s; M Marquez 1m32.029s; 13 Nakagami 1m32.210s; 14 Pirro 1m32.287s; 15 Marini 1m32.289s; 16 Morbidelli 1m32.296s; 17 Binder 1m32.427s; 18 Bradl 1m32.439s; 19 A Marquez 1m32.476s; 20 Lecuona 1m32.481s; 21 Oliveira 1m32.821s; 22 Petrucci 1m32.891s; 23 Rossi 1m32.967s; 24 Dovizioso 1m33.098s.

RIDERS' CHAMPIONSHIP 1 Quartararo 234; 2 Bagnaia 186; 3 Mir 167; 4 Zarco 141; 5 Miller 140; 6 Binder 124; 7 A Espargaro 104; 8 Vinales 98; 9 M Marquez 92; 10 Oliveira 87; 11 Martin 71; 12 Nakagami 70; 13 Rins 68; 14 P Espargaro 64; 15 Bastianini 61; 16 A Marquez 50; 17 Morbidelli 40; 18 Lecuona 38; 19 Petrucci 37; 20 Marini 28; 21 Rossi 28; 22 Bradl 13; 23 Pirro 8; 24 Dani Pedrosa 6; 25 Lorenzo Savadori 4; 26 Tito Rabat 1; 27 Cal Crutchlow 0; 28 Garrett Gerloff 0; 29 Jake Dixon 0; 30 Dovizioso 0.

MANUFACTURERS' CHAMPIONSHIP 1 Ducati 275; 2 Yamaha 262; 3 Suzuki 184; 4 KTM 178; 5 Honda 148; 6 Aprilia 105.



Avintia rookie Bastianini carved from 12th to his first top-flight podium

NEXT REPORT

AMERICAS GP 7 OCTOBER ISSUE

As the season draws towards its climax, can Ducati rider Francesco Bagnaia continue his remarkable form of late to keep on slashing the points gap in Texas to standings leader Fabio Quartararo?

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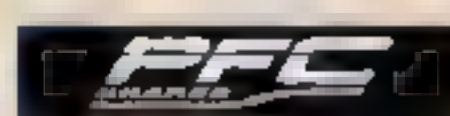
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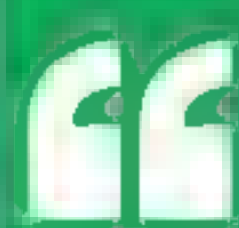

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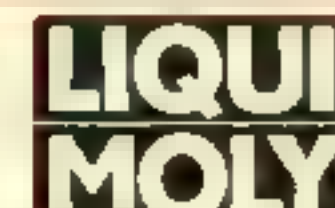
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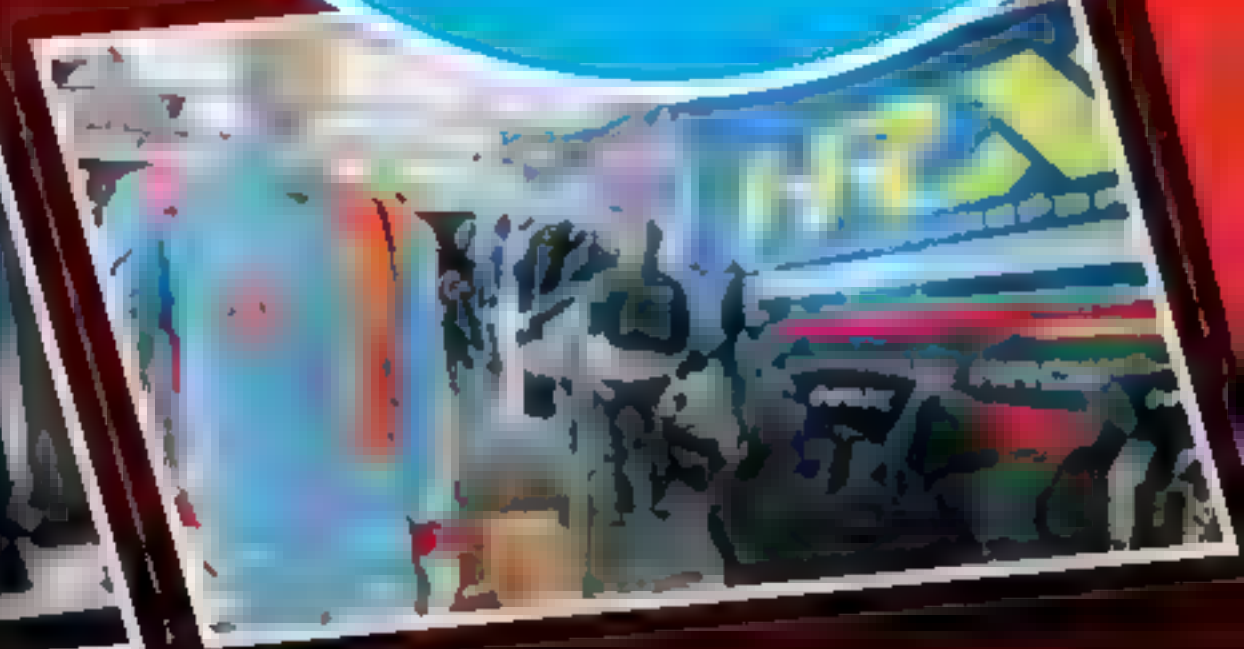
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Changes for 2022 have prompted Hitech to join British F4

motorsport IMAGES

HITECH GP JOINS BRITISH F4 FOR 2022 AMID SERIES REVAMP

BRITISH F4

Single-seater powerhouse Hitech GP has announced that it will compete in the British Formula 4 Championship for the first time next year.

The decision by the Silverstone-based outfit comes ahead of major changes in the junior single-seater category for 2022, with the championship switching from a Mygale chassis to the second-generation F4 Tatuus machine, which will feature a halo and will be powered by an Abarth engine instead of a Ford powerplant.

The championship will also be run by British motorsport governing

body Motorsport UK, replacing the British Racing and Sports Car Club.

Hitech GP has teams in a number of single-seater championships already, including FIA F2 and FIA F3. It joined the BRDC British F3 Championship – renamed the GB3 Championship earlier this year – in 2020, and in 2022 will race in British F4, which will continue to support the British Touring Car Championship on the TOCA bill.

“This is a natural step for us to be able to offer drivers to remain with Hitech from their first steps in auto racing from karting, all the way through the ranks with us through F2, F3 and into Formula 1”,

said Hitech founder Oliver Oakes.

“Over the years, we have had a few tie-ups with different F4 outfits, but it made sense with the F4 Gen 2 rules coming next season to finally build up the programme ourselves internally.”

The team’s roster of Formula 4 drivers will also have the opportunity to race overseas, in addition to their British campaign, with Hitech joining forces with Cram Motorsport in UAE F4. Cram’s principal focus is the Italian F4 Championship.

“With the Gen 2 Formula 4 car breaking on the scene, I felt the partnership was a natural fit for us, not only because I have known and worked closely with [Cram founders] the Rosei family for many years, but it also allows both of our organisations to combine resources across the board for the UAE F4 Championship,” added Oakes.

“This means we can share staff and our pool of cars in the off season, while being able to give young drivers further racing and testing mileage.

“We will also be able to continue making preparations for both our respective main championships.”

STEFAN MACKLEY

British F4 will use new Tatuus chassis next year, featuring a halo device



→ P55 OPINION

ARM back in action after fire with podium

GINETTA GT5 SUPERCUP

Alastair Rushforth Motorsport bounced back from suffering a devastating fire that destroyed the team's truck and awning in August to field an expanded Ginetta GT5 Challenge line-up at Croft last weekend, and take its best result of the season.

The squad received numerous offers of support in the wake of the fire that took place at Snetterton during a British GT meeting on 7 August, which allowed drivers Connor Grady and Will

Orton to compete the next day at the Norfolk circuit.

Rushforth was grateful for the assistance and between rounds was able to buy a new truck, which was used for the first time at Croft.

"We were never going to miss a round," said team boss Rushforth. "No one got hurt and that's the main thing, everything else is replaceable. We've now got 90% of everything we needed to get."

Despite the anxiety the fire caused, Rushforth admitted it has acted "like a reset button"



Rushforth has expanded team in wake of fire

and allowed him to reassess all the different elements of the operation. "Somehow we're coming out of this better than we were before [the fire]," he added.

That was evidenced by the team fielding an expanded three-car line-up in North Yorkshire, with Am class driver Phil McGarty joining the squad from Xentek Motorsport to partner Pro racers Grady and Orton.

"Phil is a welcome addition to the team and he's instantly settled in," said Rushforth.

To complete the turnaround in the squad's fortunes, Grady finished third in the opening race, which became second after a post-race penalty for Nat Hodgkiss, making it ARM's best result of the season so far.

STEPHEN LICKORISH



Grady took third on the road and was promoted to second post-race

Review into component penalties

BRITISH GT

The British GT Championship will review its policy on issuing grid penalties for component changes after Adam Balon and Sandy Mitchell were demoted a notional five places at the Oulton Park round for an engine change.

The Barwell Motorsport Lamborghini pair suffered an engine failure in FP1 on Saturday, and lost much of the second practice session while a new unit was fitted.

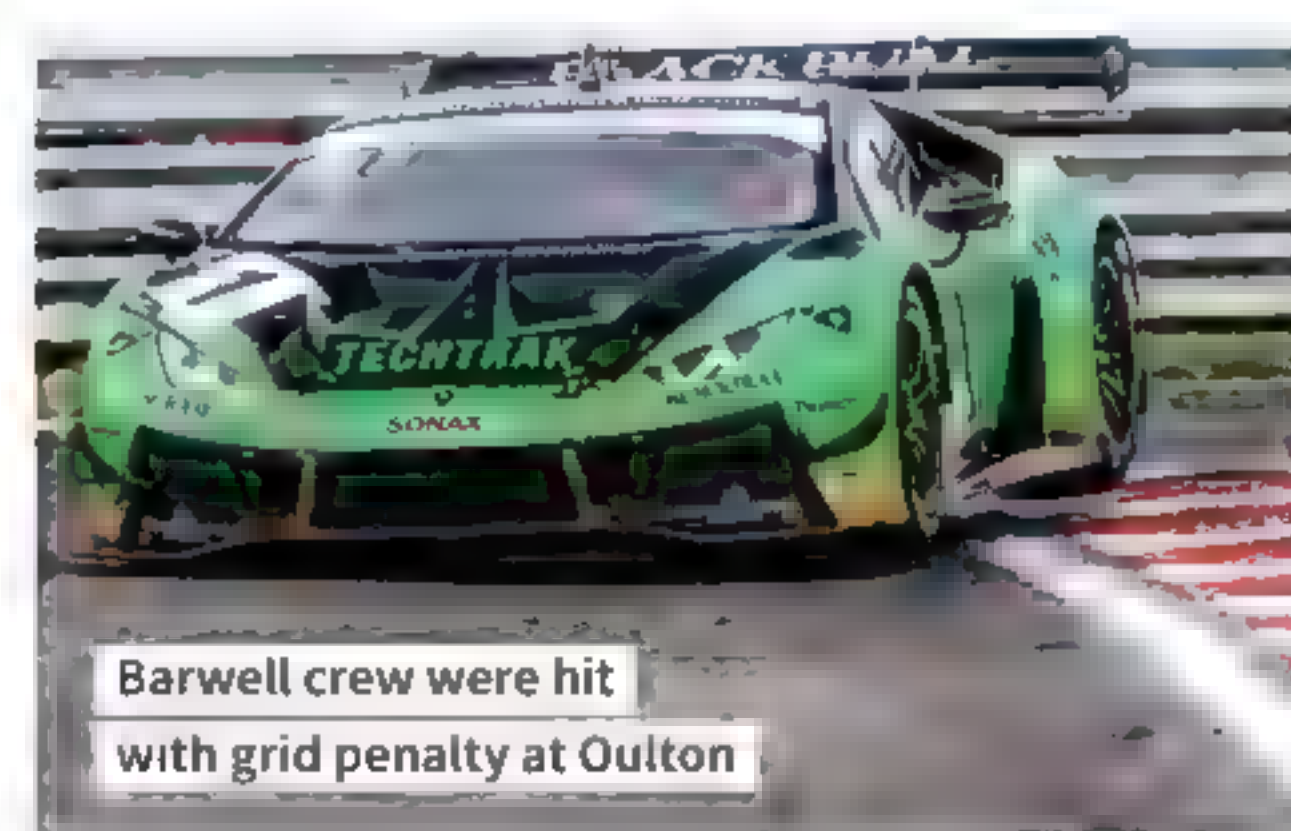
Despite a lack of preparation, Balon qualified seventh but was demoted to 10th in the 11-car GT3 field, with Andrew Howard handed a 10-place grid drop for

changing his Beechdean Aston Martin chassis after a qualifying crash.

Autosport understands that British GT Regulation 2.17 was tweaked pre-season to remove the possibility of an entry being excluded for changing too many key components, and changed to allow the race director to apply a penalty at their discretion.

Barwell boss Mark Lemmer told Autosport that he wanted to see this provision removed. "We're not Formula 1, we don't need to be penalising drivers for engine failures that aren't their fault," he said.

In a statement issued to Autosport, British GT championship manager



Barwell crew were hit with grid penalty at Oulton

Lauren Granville said: "The only potential question here is whether teams who have no choice but to change components due to mechanical failure — such as Barwell's in FP1 — should incur a grid penalty. It's whether and to what degree these are imposed that British GT will be reviewing over the winter."

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Oulton Park Gold Cup sets new date to avoid Classic clash

HISTORICS

The Oulton Park Gold Cup has changed its date for 2022 in response to a clash caused by the Silverstone Classic moving when it will be held.

The saga was initiated by Silverstone's announcement last month that its flagship Classic event would move from its traditional end of July date to the August Bank Holiday weekend in a bid to further boost its audience.

That move clashed with the date of the Gold Cup, which has enjoyed its traditional slot at the end of August for more than a decade. Organisers MotorSport Vision have now announced the event will take place on 29-31 July, the former date for the Classic, which instead will run on 26-28 August.

A statement from MSV said: "In recent years, the Gold Cup has reinvented itself as a popular nostalgia weekend and classic car show. A refreshed race line-up is planned for 2022, curated by MSV in cooperation with the Historic Sports Car Club. The meeting will feature a wide variety of racing cars from the 1950s, '60s, '70s and '80s."

Andy Dee-Crowne, CEO of the HSCC, said: "We're excited at the opportunity to continue the success of the Gold Cup on a new weekend. We're working with MSV to produce one of the key historic events of the season."

"There is logic in keeping the Gold Cup and the Classic apart. Clearly the change will have an impact on calendars and we are now working on that to optimise the 2022 calendar for our members."

PAUL LAWRENCE



Gronkowski to focus on sim racing

FORMULA FORD

Scottish Formula Ford 1600 champion Jordan Gronkowski will call time on his club racing tenure at the end of the season in order to focus on sim racing.

In an announcement made on his social media channels last week, Gronkowski – who runs as a privateer in the championship with his father, Harry, as his mechanic – said that the COVID-19 related national lockdowns last year had helped him discover Esports as an alternative to real-world racing.

"After the last Scottish Motor Racing Club round at Knockhill, I had a fairly lengthy chat with dad and we'd basically agreed that we had nothing left to prove in Scottish Formula

Ford," Gronkowski told Autosport.

"That weekend, we'd taken on the National FF1600 champion [Neil MacLennan] and beaten him to pole and then to the win in the first race, which was a big achievement for us."

"The decision is a combination of me getting older and also a financial thing. There's been a lot of terrible accidents around the world this year and that's kind of played a part as well as the amount of money to spend on repairs."

Gronkowski was a prolific karter and made the switch to cars in 2007, joining the SMRC's popular Scottish Mini Cooper Cup championship. He then moved to FF1600 in 2011 and has amassed 25 victories in the category, as well as the title in 2019.

STEPHEN BRUNSDON

IN THE HEADLINES

REMEMBRANCE RACES ADDED

Two support races have been added to the Race of Remembrance meeting at Anglesey on 13 November by the British Racing and Sports Car Club. A 45-minute ClubSport Trophy race will take place for either one or two-driver entries, while there will also be a Mazda Allcomers Cup, which will consist of two 20-minute races and be open to a number of models.

FROM DESK TO THE TRACK

Three members of the British Racing and Sports Car Club's organising team will compete in the club's Donington Park event this weekend. Chief operating officer Paul McErlean will team up with head of formulae development Greg Graham in a Mazda MX-5 Mk3 in the ClubSport Trophy contest, while McErlean and competitions coordinator Luke Souch will both compete in the MX-5 Clubman category. "It shows we are all racers at heart," said Graham.

BAILEY'S RARE McLAREN

Paul Bailey raced his rare McLaren MP4-12C GT3 at Donington Park last weekend in GT Cup, securing a best result of fourth overall with co-driver Ross Wylie. "I haven't raced this McLaren since September 2013 and only ever raced it twice," he said. "It's chassis 01 and the only survivor as the others were all converted to newer cars."

HEMPSHALL EYES GLORY

The British Superkart Grand Prix returns to Donington Park this weekend after a year off due to COVID-19 restrictions. A GP title could be lifted by a woman for the first time since Louise Colin in the 210 National category back in 2008. Samantha Hempshall impressed at Silverstone last month with a new lap record for the F250 National class (below). She said: "I am hopeful of competing for the win after the pace shown at Silverstone, but need to get my qualifying better so that I don't have to play catch-up first."





REPLICA FORD SIERRA RS500 HITS THE TRACK A replica of the Ford Sierra RS500 campaigned by Karl Jones in the 1989 British Touring Car Championship made its race debut at Snetterton last weekend. Novice racer Joey Binks debuted the car in the Classic Touring Car Racing Club's Blue Oval Saloons Series after building it up from a standard Sierra shell over the past five years. The car's Cosworth YB engine has been uprated with a more modern ECU and turbo, but is otherwise largely true to original RS500 spec. "It's got all the Group A front end and Group A rear end," said Binks. "The engine's a little bit higher spec, a little bit more modern, so it runs a bit better." **Photograph by Richard Styles**

Twelve drivers named on Porsche shortlist

PORSCHE

Porsche has shortlisted 12 drivers who are in contention to become the German marque's new Porsche GB Junior.

The candidates include Ginetta Junior contenders Aston Millar and Will Jenkins; Ginetta GT4 Supercup racers Adam Smalley, Josh Rattican and Tom Emson; Ginetta GT5 Challenge frontrunner Will Aspin; European

GT4 contender Joel Sturm; newly crowned respective British GT4 and Porsche Sprint Challenge champions Gus Burton and Theo Edgerton; Euroformula Open competitor Casper Stevenson; National Formula Ford ace Alex Walker; and Irish Ginetta Junior youngster Se Og Martin.

All 12 will undergo an interview process, which will be held next Wednesday (29 September) at the

Porsche Experience Centre, where four will be selected for the Junior shootout.

This will take place at Silverstone on 3 November, where drivers will be put through their paces on the International Circuit layout before medical and media assessments, with the Porsche GB Junior 2022-2023 winner announced at the Porsche Night of Motorsport on 20 November.

STEFAN MACKLEY

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IN THE HEADLINES

REYNOLDS'S FORD CONSUL

Historic Ford regular Martin Reynolds will race a 1968 Ford Consul in next year's Classic Thunder and Ford BOSS series. The car will have a 351 Windsor stroker engine producing 600bhp, and is due to be finished over the winter. Reynolds, whose Mustang Mach 1 and Anglia have been common sights on UK circuits in recent years, describes himself as "just liking unusual Fords". He has also just finished a Ford Taunus for the BARC Pre-'83 Touring Car series.

JWRC TO CLASSIC RALLY

Junior World Rally Championship title contenders Jon Armstrong and Phil Hall will compete aboard a 1968 Mini Cooper S in their first ever classic car rally at the HERO Challenge Three event this Saturday. "We are definitely being thrown into the deep end," said Armstrong, who along with Hall heads to Spain next month with a shot of the JWRC title.

DUDLEY BAGS TOP SPOT

Young motorsport newcomers Elizabeth Dudley, Alfie Nelson Westlake and James Gwilliam have claimed the top three places in the inaugural *Autocar* Shelsley Walsh Young Drivers Championship. Following the final round at Shelsley Walsh on Saturday, Dudley emerged as the leading scorer in the series for 17-to-21-year-old novices in identical and near-standard Vauxhall Corsas.

TITLE UP FOR GRABS

As well as the final two rounds of the British Hillclimb Championship, this weekend's hillclimbing season final at Loton Park will settle the Midland Hillclimb Championship. The Midland series has had a record year with over 150 registered contenders, and will be resolved between Paul Howells (Porsche 911, below) and Ash Mason (Westfield). The outright hill record at Loton, of 43.18s, held by Sean Gould since June, will likely come under threat.



Ka racer taken to hospital after crash into Brands fencing

ENDUROKA

A driver was taken to hospital following an incident in one of the EnduroKa races at Brands Hatch last weekend.

The incident took place on Sunday morning during the third of four races across the weekend, when Karl Patman crashed on the exit of Paddock Hill Bend. The car ended up on its side on top of the tyre barrier after hitting the catch fencing, and the race was immediately stopped while medical crews attended the scene.

Patman was taken to Kings College Hospital and remained there overnight

as a precaution, but was due to be released on Monday afternoon.

A statement from the championship said: "We're very pleased to report that EnduroKA driver Karl Patman is doing well following an accident at Brands Hatch yesterday [Sunday]. Karl and his team, Autotech Motorsport, would like to extend their thanks to all of the officials and volunteer marshals for their fast and professional response to the crash, which occurred at Paddock Hill Bend. Karl is keen to emphasise that EnduroKA remains a safe, fun series in which to go motor racing."

STEFAN MACKLEY

Murray returns to winning ways

FORMULA FORD

Niall Murray made a successful comeback to Formula Ford action at Brands Hatch last Sunday as he stepped up his preparations for returning to the Formula Ford Festival next month.

Irishman Murray, the 2016 Festival winner and National FF1600 champion in 2016 and 2018, claimed victory in the opening Champion of Brands

event after recovering from a tardy start and passing the Spectrum KMR of Tom Mills. The Van Diemen BD21 driver then completed a perfect weekend with a lights-to-flag win in race two.

The Dubliner's presence at the Kent track — his first ever Champion of Brands event — was to use the meeting as a "shakedown" and gather some track time ahead of the Festival showpiece on 31 October.

Speaking after his race one success, Murray said: "I couldn't have asked for anything better today.

"I made a slow start when the car jumped from first to second gear off the line, and I had a few issues in qualifying [where he qualified second behind Mills], but the team have done a great job to get the car ready so I have to say a big thank you to them for the win."

MARK LIBBETER

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The beginning of a new era

It's all change in British F4 next year with a different car, engine and promoter — but not everyone has been left happy

STEPHEN LICKORISH

It's been a long time since there's been so much change to the top rungs of junior single-seaters in the UK at the same point. The developments for 2022 mark arguably the greatest upheaval since 2013, when British Formula Ford broke with tradition and became a slicks-and-wings category as it returned to the British Touring Car support bill and Jonathan Palmer's MotorSport Vision organisation launched BRDC F4, which proved to be a hit at a time when the original British F3 was in its final, ailing throes and Formula Renault UK had recently met its demise.

Change was always on the cards for next year with the second-generation FIA F4 machines finally coming on stream. But the alterations are far more extensive than just a new car for British F4 — the series that emerged from British FFord. GB3, the new name for what was once BRDC F4, is also getting a new car and then GB4 is a new series on the scene, created by Palmer to offer a more affordable option for young drivers using the now-redundant current FIA F4 Tatuus machinery. Got all that?

It is far too early to say exactly what the final picture will be from this web of changes. Instead, this column is looking at the situation in British F4, which — while keeping the same name — is in effect going to be a new championship from 2022.

Out is long-standing promoter RacingLine, engine supplier

“The most significant issue is the lack of information surrounding the new series”

Ford (and its sizeable cash injection), organising club the British Racing and Sports Car Club, and chassis supplier Mygale. Instead, in comes British motorsport governing body Motorsport UK as organiser, Abarth as engine supplier and Tatuus as the car provider. Perhaps unsurprisingly, such a vast altering of the landscape has caused frustration in some quarters, particularly at the way it was handled. For example, BRSCC chairman Peter Daly has described a lack of communication over the ending of his club's involvement as being the “height of bad manners”.

Now, it must be stressed that it is great to see the governing body taking a more proactive approach to one of the most significant categories in this country. It's also very sensible that Motorsport UK has used the introduction of the new car as a catalyst to assess other aspects of the British championship to try to make it the

undisputed number one destination for aspiring F1 racers, rather than categories in Italy and Germany. And it was a shrewd move to put Karun Chandhok in charge of that evaluation as someone who moved to the UK to compete, has a vast understanding of the different levels of motorsport and a well-stocked contacts book.

And, yes, it does make sense for the British championship to align with its European counterparts and adopt the popular Tatuus-Abarth combination. But that comes at a price — and not just an increase in costs for drivers. With no Ford investment, it is imperative that Motorsport UK now finds a commercial partner to plug some of the funding shortfall. CEO Hugh Chambers says “the elite pathway does fuel UK motorsport” and he is right that the trickle-down effect from the top levels to the grassroots is significant. But does that mean UK licence holders should be underwriting a championship that has no direct relevance to a hillclimb competitor, for example? They certainly should not be putting all the money in and that is why it's so important external funding is found.

There is also some unease about the governing body entering the sphere of championship organisation and, in effect, pitting itself against clubs. It has to be noted that, in many countries, the governing body is indeed the promoter of leading categories. But the UK's national racing scene is not like that of ‘many countries’. The enormity of the number of competitors and series means clubs play a significant role and that should not be overlooked.

But the most significant issue currently is the lack of information surrounding the new series. Over a month has passed since the announcement of Tatuus and Abarth but, since then, there has been nothing. And that is not a conducive environment for a series Chambers wants to be the “best F4 championship in the world”. Autosport is aware of several teams set to join the party next year, but others are hesitant to commit when there is so little confirmed information. And there is simply no excuse for this — after all, generation two of F4 has been on the cards for a long time. Chambers talks of the key building blocks of the TOCA package, chassis/engine partner and the technical team, but the significant parts go far beyond these. It is also worth remembering that, when F4 first came to Britain, 12 teams bought cars — and even more put down deposits.

Overall, there may be uncertainty, but this is still a time of great potential. There are some intriguing plans for the series, not yet announced, and a greater focus on links with F1 academies and the karting community could yield some very strong results. Chambers himself describes the revamp of British F4 as “the most exciting” of the projects he is working on. However, Motorsport UK still has some convincing to do to prove, as one team boss has put it, that it is not being “naive” over its new role. ❧

TOCA SUPPORTS CROFT 18-19 SEPTEMBER

Cammish back on form as he returns home

PORSCHE CARRERA CUP GB

Dan Cammish knows what it takes to win Porsche Carrera Cup GB races. His 31 triumphs in a three-year period of domination of the series is proof of that. And, yet, on his return this season, he had only added one more win to his tally – an inherited victory in the Snetterton opener. That changed at Croft and he was back to leading the points.

Cammish looked to be the driver to beat all weekend and sticking his Redline machine on pole at his home circuit by almost half a second, in a campaign that has featured such tight margins, was a real signal of intent.

He duly converted that pole into a largely straightforward win over erstwhile points leader Lorcan Hanafin in the opener. “We’ve struggled recently for speed,” said Cammish. “We’ve had the car in bits a few times and found a damper issue and changed a few things. It feels like this is going to be a turning point – I think it’s come good at the right time.”

There was drama further back as reigning champion Harry King and Will Martin scrapped frantically for third on the opening lap. King initially grabbed



the place with a bold dive down the inside at Sunny In. But Martin fought back through the complex before then clouting the rear of King’s Team Parker Porsche at the hairpin, which damaged King’s car, to move ahead. Martin kept the place, despite his radiator bursting late on, but was given a grid penalty for race two.

It looked like Hanafin would strike back in the title fight in race two after making a blistering start to lead from third. But, after losing his large initial gap as Kiern Jewiss and Cammish closed in, he then smashed into the tyre stack at the chicane on lap three and was out instantly.

From there, Jewiss resisted every attempt Cammish threw at him to take an impressive win, while Lewis Plato was third after Martin picked up a track limits penalty. “We were far from the quickest car this weekend,” said Jewiss. “So I knew it would have to be a defending masterclass if I wanted to hold on, so it was about trying not to make any mistakes and focus on the exits.”

And that is exactly what he did – unlike Hanafin, with that error proving costly, as Cammish now enjoys the upper hand by eight points.

STEPHEN LICKORISH

Cresswell doubles up as Zagazeta moves ahead

BRITISH FORMULA 4

McKenzy Cresswell bounced back from a disastrous Thruxton event to claim two consummate British F4 successes at Croft – the first time he has won non-reversed-grid races in single-seaters.

The 15-year-old, JHR Developments-run rookie set things up with a double pole and

led every lap of the two main events.

Championship-leading team-mate Matthew Rees qualified on the front row for the first race, and attempted to brave it out around the outside of Cresswell at Tower on lap one. But that left Rees vulnerable to attack from Joel Granfors, and the Swedish Fortec Motorsport ace got alongside into the Jim Clark Esses before claiming the

inside line and second place at Barcroft.

Rees attempted to fight back, but as the race wore on his main focus became Matias Zagazeta behind although the Peruvian was unable to make a move.

Cresswell was never threatened in the final race, but there was plenty of interest behind. Aiden Neate got ahead of Joseph Loake for third when Loake ran wide at the hairpin at the end of the fourth lap, and closed in on second-placed Argenti team-mate Zagazeta. They went side by side at the Jim Clark Esses but Zagazeta just held on, while Granfors pulled off a superb move on Rees for fourth at Clark. Rees is now five points behind Zagazeta in the title contest.

Dougie Bolger’s shunt into the complex barriers in qualifying put him on pole for the reversed-grid race. The Anglo-Japanese led throughout, withstanding an attack from Carlin team-mate Tasanapol Intraphuvasak in the closing stages.

MARCUS SIMMONS

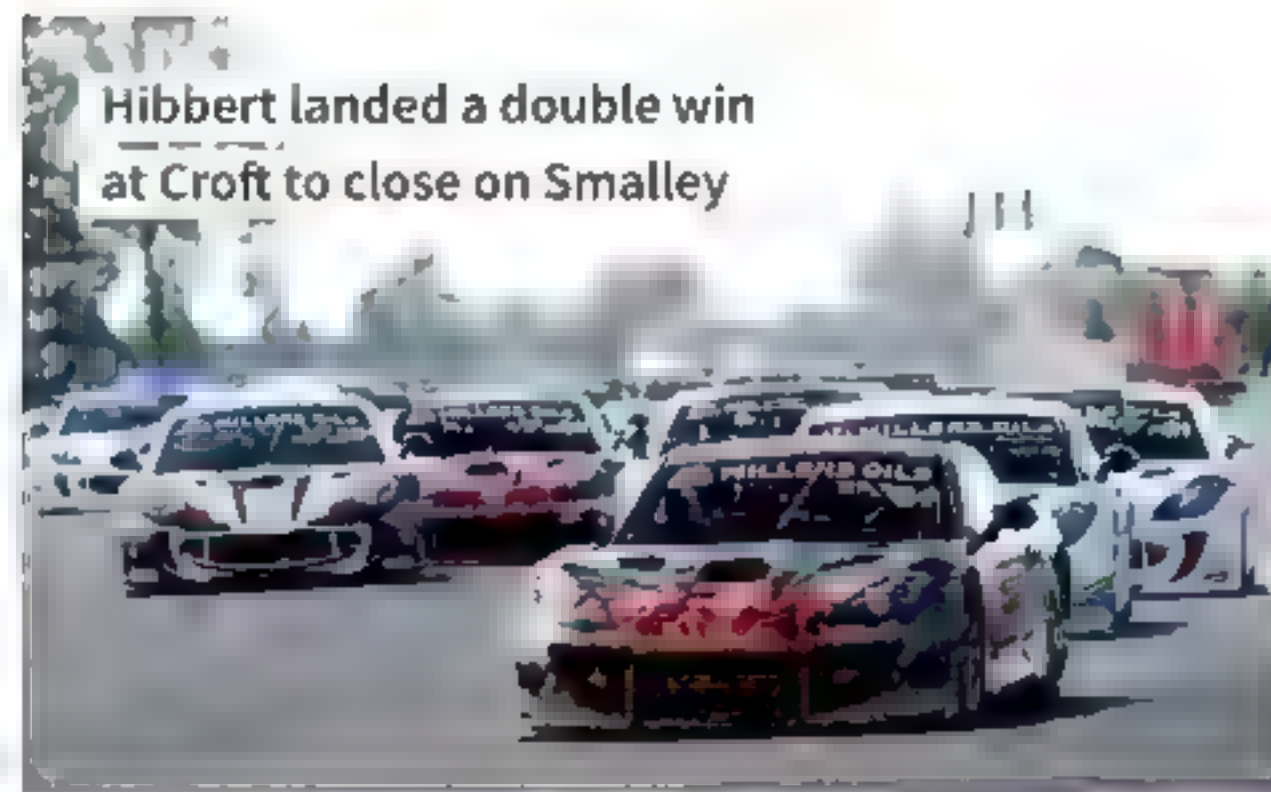


Hibbert strikes back in title fight

GINETTA GT4 SUPERCUP

It was advantage Tom Hibbert as the pendulum in his Ginetta GT4 Supercup title battle with Adam Smalley once again swung in his favour.

Hibbert's weekend got off to a good start with pole for the opener and the Rob Boston Racing man then scorched away from the grid to build a healthy lead. Unfortunately for Hibbert, it was quickly negated by a safety car, but he managed the gap to Smalley thereafter, despite being concerned by the amount of debris on the track. Smalley's fellow Elite Motorsport driver Josh Rattican completed the rostrum, having passed James Blake-Baldwin at the hairpin.



Hibbert also led much of the second race but, on the final lap, a wide moment brought Smalley within striking distance. Sure enough, he went for a move at the hairpin and successfully dived ahead, only to be given a penalty for passing with more than one wheel over the white line — a sanction Smalley disagreed with, believing he was already ahead by that point.

Nevertheless, he regained some ground in race three — won by Rattican, who dived past Carlito Miracco at the hairpin — by finishing third, while Hibbert was fifth. All of that means Smalley's lead has been halved to six points with two events to go.

STEPHEN LICKORISH

WEEKEND WINNERS

PORSCHE CARRERA CUP GB

Race 1 (both 15 laps) 1 Dan Cammish;

2 Lorcan Hanafin +0.569s; 3 Will Martin;

4 Kiern Jewiss; 5 Lewis Plato; 6 Nathan Harrison.

Fastest lap Cammish 1m19.540s (95.05mph).

Pole Cammish. **Starters** 18.

Race 2 1 Jewiss; 2 Cammish +0.378s; 3 Plato;

4 Martin; 5 Harrison; 6 Will Bratt. **FL** Martin

1m20.227s (94.24mph). **P** Plato. **S** 18.

Points 1 Cammish 79, 2 Hanafin 71; 3 Jewiss 65;

4 Plato 56; 5 Martin 52; 6 Harry King 49.

BRITISH FORMULA 4

Race 1 (15 laps) 1 McKenzie Cresswell;

2 Joel Granfors +3.845s; 3 Matthew Rees;

4 Matias Zagazeta; 5 Joseph Loake; 6 Zak Taylor.

FL Cresswell 1m20.375s (94.06mph).

P Cresswell. **S** 16.

Race 2 (13 laps) 1 Dougie Bolger; 2 Tasanapol

Inthraphuvasak +0.426s; 3 Marcos Flack; 4 Kai

Askey; 5 James Hedley; 6 Oliver Gray. **FL** Eduardo

Coseteng 1m20.411s (94.02mph). **P** Bolger. **S** 16.

Race 3 (15 laps) 1 Cresswell; 2 Zagazeta

+4.625s; 3 Aiden Neate; 4 Granfors; 5 Rees;

6 Inthraphuvasak. **FL** Cresswell 1m20.318s

(94.13mph). **P** Cresswell. **S** 16.

Points 1 Zagazeta 220; 2 Rees 215; 3 Cresswell

195, 4 Granfors 192; 5 Hedley 185; 6 Gray 152.

GINETTA GT4 SUPERCUP

Race 1 (10 laps) 1 Tom Hibbert;

2 Adam Smalley +0.472s; 3 Joshua Rattican;

4 James Blake-Baldwin; 5 Tom Roche;

6 Reece Somerfield. **FL** Rattican 1m22.573s

(91.56mph). **P** Hibbert. **S** 18.

Race 2 (15 laps) 1 Hibbert; 2 Smalley +0.032s;

3 Rattican; 4 Blake-Baldwin; 5 Carlito Miracco;

6 Tom Emson. **FL** Hibbert 1m22.417s (91.73mph).

P Hibbert. **S** 17.

Race 3 (13 laps) 1 Rattican; 2 Miracco +1.111s,

3 Smalley; 4 Blake-Baldwin; 5 Hibbert;

6 Somerfield. **FL** Blake-Baldwin 1m22.783s

(91.33mph). **P** Miracco. **S** 17.

Points 1 Smalley 466; 2 Hibbert 460,

3 Rattican 391; 4 Miracco 337; 5 Emson 315;

6 Blake-Baldwin 297.

MINI CHALLENGE

Race 1 (13 laps) 1 Dan Zelos; 2 Jack Davidson

+1.058s; 3 Lewis Brown; 4 Max Bird; 5 Max Coates;

6 Isaac Smith. **FL** Zelos 1m28.119s (85.80mph).

P Davidson. **S** 24.

Race 2 (9 laps) 1 Smith; 2 Coates +3.482s;

3 Ru Clark; 4 Davidson; 5 Zelos; 6 Ronan Pearson.

FL Bird 1m28.460s (85.46mph). **P** Pearson. **S** 23.

Points 1 Zelos 537; 2 Bird 466, 3 Davidson 422,

4 Coates 401; 5 Sam Weller 388; 6 Brown 369.

GINETTA GT5 CHALLENGE

Race 1 (12 laps) 1 Magnus Kriklywi; 2 Connor

Grady +1.321s; 3 Nat Hodgkiss; 4 Josh Steed;

5 Mikey Doble; 6 John Bennett. **FL** Kriklywi

1m31.268s (82.83mph). **P** Steven Dailly. **S** 35.

Race 2 (8 laps) 1 Dailly; 2 Kriklywi +0.433s;

3 Steed; 4 Doble; 5 Bennett; 6 Hodgkiss. **FL**

Bennett 1m31.388s (82.73mph). **P** Dailly. **S** 32.

Points 1 Steed 457; 2 Will Aspin 369;

3 Bennett 363; 4 Doble 256; 5 Kriklywi 239;

6 David Ellesley 204.

For full results visit: tsl-timing.com

Penalised Zelos stays in front

MINI CHALLENGE

A grid penalty and 30-point championship deduction for colliding with Sam Weller in race two may have taken the shine off Dan Zelos's Croft weekend, but he still managed to extend his advantage over ExceLR8 Motorsport team-mate Max Bird.

A procession opener looked like it would go the way of Jack Davidson. That was until the hairpin on the penultimate tour, when Zelos grabbed the lead — despite admitting he was not expecting to make a move.

"I thought I'd just see what happens and the gap was there and I thought I would put my car there," said Zelos.

"Jack isn't an easy one to pass so I was pleased with that."

The eventful second race began with reversed-grid polesitter Ronan Pearson going straight on at Clervaux and handing the lead to Isaac Smith before red flags flew with multiple Minis stranded out on circuit.

Smith led throughout after the restart to take his first win of the year, surviving a wide moment exiting Sunny, while Bird — fourth in the opener, behind Lewis Brown — looked to have clawed some points back on Zelos with second. But he was later demoted to seventh for contact with Pearson at Tower, promoting Max Coates and Ru Clark to second and third.

STEPHEN LICKORISH



TOCA SUPPORTS CROFT 18-19 SEPTEMBER

New winners make their mark in GT5 Challenge

GINETTA GT5 CHALLENGE

There was a chance for other drivers to shine in the Ginetta GT5 Challenge as it made its second appearance alongside the British Touring Car Championship this season at Croft last weekend, with the championship's regular frontrunners enduring a difficult weekend.

Runaway points leader Josh Steed missed out on the chance of sealing the crown with an event to spare after he could only qualify fifth and take a best

result of third across the two races, despite closest rival John Bennett failing to finish higher than fifth – a grid penalty lingering from the previous round at Snetterton not helping his cause.

Instead it was four-time BMW Compact Cup champion Steven Dailly who stormed to a double pole on his very first appearance in the category. However, it was another unfamiliar name to the front of the grid, Nat Hodgkiss, who took the lead at the start of race one as Dailly lost out.

Dailly soon fell prey to a determined

Magnus Kriklywi at Tower, with the top three running very close together. That was until Hodgkiss went straight on at Clervaux and fell to third, before the safety car was deployed.

There was time for one further racing lap and it proved to be a dramatic one as Hodgkiss squeezed ahead of Dailly at Tower, with the latter suffering a puncture after contact as he was denied a dream podium result. Instead it was Kriklywi who got to take his first win in the category, the Race Car Consultants driver previously managing a best result of third.

But it was not to be a 1-2 for the team as Hodgkiss was demoted behind Connor Gray having overtaken him by cutting the chicane and not giving the place back.

After his race-one disappointment, Dailly was fired up for race two and put in a brilliant defensive display to resist the pressure of Kriklywi in a contest that featured a safety car period after some terrible driving on the opening tour, including Chris White being disqualified.

Steed claimed third from Mikey Doble late on to ensure that he maintains a healthy lead in the championship, despite the Xentek driver failing to win on a weekend for the first time this season. Instead, Croft was the turn for other drivers to show their star potential.

STEPHEN LICKORISH



HOW COMPACT CUP ACE DAILLY ENJOYED A REMARKABLE GINETTA DEBUT

Winning the BMW Compact Cup title once is no mean feat. After all, it's a series with packed grids and competitive drivers. To win it four times – and be on the brink of a fifth crown – suggests a special talent. Steven Dailly's performance in the Ginetta GT5 Challenge at Croft proved that – to anyone who doubted it – is very much the case.

To join mid-season, against a crop of impressive drivers already dialled in to their machinery, and grab a double pole, is quite some achievement. And that is exactly what Dailly did for the Total Control Racing squad, despite having just two days of testing in the car beforehand.

Dailly was not heading to North Yorkshire just to make up the numbers but, equally, he was not expecting a double pole, either. "I'm doing backflips after that!" said a delighted Dailly. "I knew on Friday the guys have given me a fantastic car and, in the last session, we were fastest. But I wasn't

sure if that was just a fluke."

The drive only came about at fairly short notice, but was an opportunity Dailly was eager to make the most of. "Two Mondays ago, I got a phone call from a really good friend who was going to take this drive but couldn't because he was going to Goodwood and asked if I wanted it," he explained. "I didn't need asking twice!"

After his qualifying heroics, Dailly admitted "it doesn't matter what happens in the races, I've done enough to leave satisfied". And it was just as well he took that approach as the first race ended in disappointment with a puncture after contact when on course for a podium.

That meant Dailly was fired up for race two and he certainly delivered on his qualifying promise. He was under pressure from Magnus Kriklywi throughout but had an answer to every one of his rivals' plentiful attempts to seal a memorable win.

Dailly was quick to pay tribute to the role his family have played in his success. "My dad is a big part of this – he's supported me and believes in



me and told me, 'You can bloody do this,' he said. "My family have made a lot of sacrifices."

Last weekend proved those sacrifices were worth it. The Ginetta GT5 Challenge is a series Dailly has long since eyed, and after his performance last weekend, perhaps he can finally take that next step on the motorsport ladder.

STEPHEN LICKORISH



White (94) and Fisher have been class of the field

White beats Fisher and secures Castle Combe FF1600 crown

**CASTLE COMBE
CCRC
18 SEPTEMBER**

There was little to separate Ollie White and Felix Fisher at the Castle Combe Racing Club finals day, but it was the former who sealed the overall Formula Ford title.

The pair took a win apiece on their returns, having both missed the previous round with illness. Fisher led from pole in the first encounter aboard his Ray GR05, with White's Medina Sport JL17K following in his wheel tracks. White pounced at Quarry on the final tour to snatch the lead, and then held off Fisher to take his seventh victory of the season.

The result was enough for White to clinch the crown, with nearest rival Luke Cooper salvaging third, also with a last-lap pass on Ben Mitchell's Van Diemen RF99 exiting Tower corner, having again struggled with engine issues in his Swift SC18 that have plagued Cooper all season.

Fisher led again by a tiny margin in the second race, with light rain making the track slippery. This time Fisher resisted White until the chequered flag to take his second win of the campaign, the pair having never

finished outside of the top two all season.

Cooper profited from early contact between Tom Hawkins and Kieran Attwood — the latter retiring with a puncture — to run fourth behind Mitchell, but was unable to repeat his overtake from the first race.

"It's been a brilliant year at Combe," said White, who has previously won the Heritage FF1600 title and the Walter Hayes Trophy. "I've had some great races with the other frontrunners, particularly Felix — it's been so close between the two of us all year."

Fisher also enjoyed his battles with White. "A great way to finish," he said. "It's just been an unlucky year, but I've never finished outside the top two. He is a quick pedaller, no one's beaten him all year apart from myself. There's a lot of respect there, it's ever so tight but we've never banged wheels once, which is the way it should be."

Oliver Bull took another dominant CCRC GT victory in his final race at the wheel of his distinctive Vauxhall Tigra Silhouette. Bull is selling the car after a highly successful seven seasons that includes the overall title in 2015 as well as runner-up spot three times.

"It's just a joy to drive," said Bull. "Jerry, my uncle, built it in 2015. We won the championship here in 2015, and we've been steadily developing it since. We've developed it as far as we can, and we've enjoyed every second of it — the highs and the lows."

The Super Mighty Minis produced some typically frenetic action, with Ian Slark taking the title for a second successive year.

Slark beat polesitter David Kirkpatrick off the line in race one, while a rocket start propelled Greg Jenkins into the lead battle from sixth on the grid.



Might Mini title went Slark's way again

WEEKEND WINNERS

CASTLE COMBE FORMULA FORD

Race 1 Ollie White (Medina Sport JL17K)

Race 2 Felix Fisher (Ray GR05)

CASTLE COMBE GT

Oliver Bull (Vauxhall Tigra Silhouette, below)

MIGHTY MINIS

Race 1 Greg Jenkins

Race 2 Ian Slark

CASTLE COMBE HOT HATCH

Tim Adams (Honda Civic)

CASTLE COMBE SALOONS

Adam Prebble (Vauxhall Astra)

CASTLE COMBE OPEN

Tim Woodman (Caterham Seven)

TRACK ATTACK

Race 1 Rich Hockley (Honda Civic)

Race 2 Shaun Goverd (Peugeot 106 GTI)



For full results visit: tsl-timing.com

Jenkins eventually prevailed in a three-wide battle approaching Quarry to take the lead, before a heavy crash for Chris Moore caused the race to be red-flagged at two-thirds distance. Jenkins was declared the winner ahead of Stark, with Kirkpatrick pipped to third by his brother Neven.

Anthony Lucas led the opening lap of the partially reversed-grid race, while Jenkins rose from eighth on the grid to the front by lap three before being passed by Slark. He held on to take his eighth win of the season ahead of Jenkins, while David Kirkpatrick this time beat his brother to third.

STEVE WHITFIELD



Lola T540E was taken to victory twice by Harrison (49) in Classic FF1600

Harrison's Classic FF1600 double as titles decided

MALLORY PARK
HSCC
18-19 SEPTEMBER

Some close racing and the settling of championship titles featured on the return of the Historic Sports Car Club to Mallory Park, with Jeremy Timms and John Davison both claiming crowns via race wins.

Jordan Harrison took another big step towards the Classic Formula Ford crown on Saturday with a resounding double victory against some strong opposition. With his Lola T540E working better and better, Harrison was able to stretch clear of battling veterans Rick Morris and Stuart Kestenbaum who, in the opening race, had teenager Samuel Harrison for company in a fabulous three-way battle. "They weren't squabbling as much in

the second race so I had to work a bit harder," said Jordan Harrison.

Despite giving away more than 50 years to both of his rivals, Samuel Harrison mixed it well, but ultimately was edged back to fourth after a moment under braking for the Esses. He later missed the second Classic race — where Morris once again took the runner-up spot — after his oil tank split towards the end of the second Historic Formula Ford race.

Tom McArthur (Titan Mk4) was a double victor in the Historic division as he saw off the challenge of Horatio Fitz-Simon in two excellent races. "It's only my second time racing here," said McArthur of Mallory Park. Fitz-Simon ran McArthur very close in the opener, finishing just 0.266 seconds behind, but slipped back in the second race and had the charging Elden Mk8 of Samuel Harrison

as a threat in the later stages.

Will Plant was on target to settle the '70s Road Sports title until his Morgan +8 suffered a dramatic loss of oil pressure in the second race. He will now need to go to Silverstone next month to make certain of the title. In the opener, Plant had a fast-starting John Williams (Porsche 911SC) for company along with Dave Karaskas (TVR 300M) and his father Richard Plant (+8). Williams's hard work went largely unrewarded when a gear selection issue slowed the Porsche at the Hairpin on the final lap and he finished fourth.

In the second race, the younger Plant switched the Morgan off when it lost power, and Williams was left clear to take his first win of the season, while poor Karaskas was in the barriers at the Esses at high speed after an inadvertent tap during lappery.

Further back, one of the dices of the weekend raged over Class D as Gavin Johnson (Porsche 924) and Gary Thomas (Lotus 7) raced inches apart, with the Lotus doggedly refusing to pick up cleanly out of the Hairpin. Johnson finally took the class by three-quarters of a second.

John Davison had a day full of drama but salvaged a win in the opening Historic Road Sports counter in his Lotus Elan S1, which had seized its brakes in qualifying. In the second race it threw a wheel off, but Davison had done enough to be champion, while Rupert Ashdown took over the family's hard-working Elan to win the second race. The car had also been run by his father Barry in '70s Road Sports races. "It's got a bit hot and tired today," said Ashdown Jr of the Lotus.

Murray Shepherd took his Van Diemen RF82 to a double win in the Historic FF2000 races but never had a moment to



Plant (leading) and Williams shared '70s Road Sports wins

WEEKEND WINNERS

CLASSIC FF1600

Races 1 & 2 Jordan Harrison (Lola T540E)

HISTORIC FF1600

Races 1 & 2 Tom McArthur (Titan Mk4)

'70s ROAD SPORTS/'80s PRODUCTION

Race 1 Will Plant (Morgan +8)

Race 2 John Williams (Porsche 911SC)

HISTORIC ROAD SPORTS

Race 1 John Davison (Lotus Elan S1, below)

Race 2 Rupert Ashdown (Lotus Elan S1)

HISTORIC FF2000

Races 1 & 2 Murray Shepherd (Van Diemen RF82)

HISTORIC F3

Races 1 & 2 Jeremy Timms (Chevron B15)

CLASSIC CLUBMANS

Races 1 & 2 Mark Charteris (Mallock Mk20/21)

MIDGETS AND SPRITES

Races 1 & 2 Paul Sibley (MG Midget)

HISTORIC TOURING CARS

Race 1 Mike Gardiner (Lotus Cortina)

Race 2 Neil Wood (Ford Anglia 105E)



For full results visit: tsl-timing.com

relax. In the opener, Benn Simms fought hard until his Reynard SF77 refused to pick up its final two litres of fuel, while on Sunday Ian Pearson had got it won with a brilliant performance until his Royale RP30 became stuck in third gear three laps from home. Simms had started at the back of the grid, but battled through to chase Shepherd home by just 0.213s.

Jeremy Timms claimed the Historic F3 title in style with a classy double win aboard his Chevron B15, despite starting the opener back in eighth place after heavy rain washed out qualifying. Other double wins on Sunday went to Mark Charteris (Mallock Mk20/21) in Classic Clubmans and Paul Sibley in the Midget and Sprite contest.

Mike Gardiner (Lotus Cortina) and Neil Wood (Ford Anglia 105E) shared the Touring Car spoils after a great contest in the first race. Wood's target of reversing the result later was made easy when Gardiner's Cortina consumed its alternator.

PAUL LAWRENCE



UPHILL STRUGGLE Former hillclimber Gary Thomas has been one of the stars of the '70s Road Sports Championship. The chief instructor at Shelsley Walsh has got quicker in his Lotus 7, but a couple of incidents have blunted his challenge. A small oil leak on the grid at Donington Park meant he was unable to take the restart and he broke the gearbox at Shelsley. He will end the season as class champion, having just lost out in the overall title race.



CHANGE OF SCENE With no Goodwood drive for the first time in a decade, Sam Wilson took the chance to do Historic F3 at Mallory Park in the rare De Sanctis of Paul Waine. Wilson prepared the engine for the car and raced it, with Waine tied up with family commitments. It was only his second time racing a one-litre F3 car despite his extensive historic single-seater experience, and he surprised himself by putting the car on pole in a very wet qualifying, but two car issues denied him a finish.



HIGHER AMBITIONS Teenager Molly Dodd has been the revelation of the Historic FF2000 season with ever increasing pace in her Royale RP27. Dodd is a former karter who cut her circuit teeth in Junior Saloons, and FF2000 offered an accessible and affordable way of getting started in single-seaters. The 18-year-old daughter of former Road Sports racer Julian has impressed everyone with her pace, and her longer-term ambitions are in the W Series.

Luck smiles on Harvey after dream win

SNETTERTON

BARC

18-19 SEPTEMBER

Tom Harvey enjoyed a dream weekend at Snetterton in the Classic Touring Car Racing Club's Pre-'83 championship for Group 1 touring cars, scoring his maiden win aboard Mike Luck's BMW E21 320.

Currently sidelined by a recent health scare, reigning champion Luck offered his mount to rising star Harvey in place of his 1600cc Crossflow-engined Ford Escort Mk1.

Harvey harnessed the BMW's extra potency to qualify third, behind the two-litre Escorts of Stephen Primett and Mark Lucock. The trio then staged an enthralling scrap, joined briefly by David Howard's beefy Jaguar XJ12. All four led at some stage, and Harvey didn't hold back in the borrowed machinery before losing the lead he'd gained three quarters of a lap earlier to a missed gear with the unfamiliar 'box at the Bomb Hole.

Lucock benefited to win, and Harvey also lost out to Primett before gaining revenge in race two when he escaped to a two-second victory over Howard, with Primett edging Lucock for Escort honours. Alan Greenhalgh (Ford Falcon) twice topped the Pre-'66 class.

"I've got a bit of a lump in my throat," said an emotional Harvey. "The car's just an absolute dream. That's one for Mike."

Four different winners in five British Truck races was testament to the series' reversed grids enabling a problem in one race to be swiftly counteracted in the next. Martin Gibson was the sole double winner but, after a demoralising weekend at Donington Park last time out and an



Harvey drove Luck's BMW E21 320 to Pre-'83 spoils

unpromising start at Snetterton, five-time champion Ryan Smith proved he remains the benchmark.

Plagued by recurring clutch slip, Smith was last in Division 1 while Gibson took the opener from pole. With the issue finally resolved, Smith responded with a commanding win and a pair of second places behind Dave Jenkins and John Newell.

In the wet finale, Smith was edged onto the grass at Coram as he challenged Jenkins for the lead, before then exploring the run-off at Wilson without assistance. Gibson's cutback underneath Jenkins at Agostini won him the race from team-mate Stuart Oliver, while Smith charged back to fourth, which became third when Jenkins was penalised for the earlier incident.

Six Legends races also provided mixed fortunes for the frontrunners. Having endured a misfire-afflicted Saturday, points leader Miles Rudman bounced back with a Sunday hat-trick. Following two typically

close heats, Rudman scythed through to pass long-time final leader Will Gibson on the last lap.

Gibson was first and second in Saturday's heats but only ninth in the final after getting delayed in a first-corner incident. Brake troubles limited him to sixth in Sunday's opener before he spun into the Riches barriers in the greasy heat two.

Multiple champion John Mickel's hopes of catching Rudman received a pre-weekend boost when his disqualification from Brands Hatch was overturned on appeal, before suffering a first-race engine blow up. He responded by winning Saturday's final and scoring three top-six finishes on Sunday.

The MG ZR trio of Steve McDermid, Fergus Campbell and Will Sharpe engaged in an entertaining MG Owners' Club race two battle after finishing in that order in the opener. Sharpe lunged inside Campbell to lead the rematch, only to run wide at the Bomb Hole. He then had to focus on



Rudman took a hat-trick in Legends on Sunday to boost title challenge

ALL PHOTOGRAPHY STYLES

WEEKEND WINNERS

PRE-'66/PRE-'83 TOURING CARS

Race 1 Mark Luccock (Ford Escort Mk1 RS2000)

Race 2 Tom Harvey (BMW E21 320)

BRITISH TRUCKS

Races 1 & 5 Martin Gibson (MAN TGX)

Race 2 Ryan Smith (Mercedes Actros)

Race 3 Dave Jenkins (MAN TGX)

Race 4 John Newell (MAN TGS)

LEGENDS

Race 1 Will Gibson

Race 2 Chris Needham

Race 3 John Mickel

Races 4, 5 & 6 Miles Rudman

MG OWNERS' CLUB

Race 1 Steve McDermid (MG ZR 170)

Race 2 Fergus Campbell (MG ZR 170)

PRE-'93/PRE-'03 TOURING CARS

Races 1 & 2 Gary Prebble (Honda Civic EG)

SNETTERTON SALOONS

Phil Knibb (SEAT Cupra TCR)

JAGUAR SALOONS/GTs

Races 1 & 2 Tom Robinson (XJR6)

CLASSIC THUNDER/BOSS

Races 1 & 2 James Card (BMW E46 M3)

PICKUP TRUCKS

Races 1 & 2 George Turiccki

For full results visit: tsl-timing.com

fending off McDermid. The championship leader eventually made a move stick, but ran out of laps to mount a concerted challenge on Campbell.

Gary Prebble (Honda Civic EG) overcame the loss of sixth gear for two more wins in Pre-'03 Touring Cars. Boxed in by Dave Griffin's slow-starting Pre-'93 BMW M3, Prebble fought back from fifth to win a "mental" first race from Don Hughes's Peugeot 306 XSi and Griffin. Prebble and Hughes delivered a Sunday repeat, while Ian Bower took Pre-'93 honours as Griffin retired with damage after contact when he rejoined from running wide at Hamilton.

A pre-race downpour played to the strengths of Cupra TCR duo Phil Knibb and Mark Havers in the Snetterton Saloons 45-minute mini-enduro. Front-wheel-drive propulsion helped them defeat the quicker BMWs of Jasver Sapra and Bryan Branson, who further hampered their chances by delaying their pitstops. A penalty for passing under the safety car dopped Havers to third behind Kester Cook's Ford Fiesta.

Tom Robinson's XJR6 twice dominated a Jaguar Saloon & GT Championship field depleted by the clash with Goodwood.

MARK PAULSON

TURICCKI TO THE TOP



A background in short oval racing is shared by many drivers in the Pickup Truck Racing Championship.

Reigning champion (from 2019) George Turiccki is among those to have cut his teeth in the junior Ministox formula, and he enjoyed success in both BriSCA Formula 2 stock cars and Hot Rods before switching to the circuits in 2018.

"Rockingham was the attraction really for me," said Turiccki, whose Kettering base was just a few miles from Britain's only full-sized oval, which closed in 2018. "I wish we could go back there. It was fast. I think it was an average of 130mph, something like that."

Turiccki's father Mark had competed in V Sports Racing, the category into which Eurocar morphed. That put Pickups – which started life in 1997 running alongside Eurocar, Pickups creator Sonny Howard's original crossover series – on the family's radar. When Turiccki Jr competed in Hot Rods, he got to know some key players from the championship who were still involved in the short oval scene.

"We went and watched them and from then on that was it," said Turiccki. "We're still mixing with the same people. The racing's different but it's still the same atmosphere. Everybody gets on, everybody helps each other out. It's the way it should be."



Petters went for lead but was handed time penalty

Originally using the same Vauxhall engine as National Hot Rods helped entice the short oval racers, but Rockingham became the big draw, particularly when Pickups was the only category using the 1.5-mile oval after ASCAR's demise. When Rockingham shut its doors, the series retained its unique selling point by returning to Mallory Park's mile-long oval layout in 2019 for the first time since 2005, albeit running in a clockwise direction.

"It's surprisingly fast for how small it is, compared to Rockingham," said Turiccki. "You have to drive it hard. The oval boys are all quick round there because it's about oval driving."

"Some people, they get slightly sideways and they back out, whereas to us that's natural – you can just keep the power on and feed it in," explained Turiccki's former crew chief Allen Cooper, another BriSCA F2 champion, who now races alongside him in Pickups.

Turiccki strengthened his hold on retaining the Pickup Truck title by withstanding late pressure from Dale Gent and the returning David O'Regan to win the Snetterton opener, before adding a second success in a wet second race.

Reece Jones led from Turiccki and – after recovering from an early spin – the rapidly closing Daniel Petters, who reckons his experience on loose-surface shale ovals helps in wet conditions.

Petters rounded Turiccki at Coram on the final lap before diving inside Jones at Murray's. Contact was made and the duo ran wide, allowing Turiccki back underneath the pair to take another win. Petters scrambled home second but was demoted to third behind Jones for his move.

MARK PAULSON

GT Cup thrillers produce four winners

DONINGTON PARK
MSVR
18-19 SEPTEMBER

Four races produced four different winners in the GT Cup at Donington Park.

In race one, Steve Burgess took his Radical RXC GT3 into the lead after Richard Neary had gone off in his Mercedes-AMG GT3 at Redgate on the opening lap. Once Morgan Tillbrook's McLaren 750S had got past the Lamborghini Huracan GT3 of John Dhillon into the Esses on the third lap, he closed in on Burgess. Despite numerous attempts to wrest the lead from the Radical driver they held station, with Neary's recovery netting him a late third at Dhillon's expense.

Tillbrook hung on well to leader Neary in the first half of race two, allowing co-driver Marcus Clutton to rejoin as the leader with Neary's son, Sam, now the pursuer. Clutton still had seven seconds in hand at the flag, with the Shamus Jennings/Greg Caton Porsche 911 GTR GT3 and the Burgess/Ben Dimmack Radical a solitary third and fourth.

It was all looking comfortable for Sam Neary in the third race, until his gearbox broke on the run to the Melbourne Hairpin with a lap to go. Jennings and Dhillon had



run in close formation behind for much of the race, after Tillbrook's aborted challenge on Jennings at the Esses chicane left him colliding with Dimmack, which put them both out for the rest of the day. With Neary out, Jennings just held off his rival, with 0.430s separating them at the flag. David Shaw's Porsche was a solitary third.

Jennings held Dhillon at bay from the start of the final race too, but after they pitted it was Phil Quaife at the wheel of the Lamborghini who rejoined well clear of Greg Caton in Jennings's Porsche, with them finishing in that order.

James Lay was a lights-to-flag winner in

the first Radical SR1 Cup race, after rival Daryl De Leon retired with a broken chain. Frazer McFadden moved up to second, but it was three abreast through the Melbourne Hairpin and into Goddards with Will Hunt and Mackenzie Walker on the last lap. McFadden held the place from Walker, with Hunt falling back to fourth after spinning.

Lay led the second race until a mistake exiting the Esses on lap four. De Leon snatched the lead to take his maiden series victory, with Lay retaining second, which was enough to give him the title.

Anthony Ayres led the Radical Challenge opener, but couldn't hold off Michael

Clubmans put on a show at Ford Power Live

BRANDS HATCH
MSVR
18-19 SEPTEMBER

Three different drivers topped the podium in a trio of thrilling Clubmans Sports Prototype races at Brands Hatch, with CSP1 class title contenders Steve Dickens and Clive Wood at the centre of the drama.

Dickens was able to claim a lights-to-flag win in race one aboard his Mallock

Mk29, despite coming under pressure from Alex Champkin's Mallock Mk27 Synergy in the closing laps. Wood finished a close third in his Mallock Mk23.

Dickens led again in race two until being usurped by Wood exiting Druids on lap 11 of 19. Two laps later, Wood spun away his advantage at Clearways attempting to avoid a backmarker, which dropped him to second. Dickens looked set to pick up the pieces until he slowed with a rough-sounding engine on the final lap. Wood swept past to snatch victory ahead of series coordinator Pete Richings in his Mallock Mk30PR.

Richings made a rapid start from the outside of the front row to grab a lead he would never lose in race three, while Dickens came out on top in another race-long battle with Wood over second when Wood was slowed by traffic at Graham Hill Bend. CSP2 class honours were shared between Morris Hart, Mathieu Gauthier-Thornton and Michelle Hayward after some equally frantic tussling.

Four Focus Cup races were set to go ahead over the weekend, but one of them had to be abandoned after James Harris was involved in a shunt along the Cooper Straight from which he thankfully emerged unhurt.

In the action that did take place, Simon Rudd strengthened his hopes of title success with two dominant victories ahead of Scott Parkin, while Gary Mitchell claimed a long-awaited first win of the year in race two after powering past Richard Avis at Druids.

Red flags and a major shunt (see News) also disrupted the four EnduroKa sprint races. Ginetta GT4 Supercup ace Luke Reade took a pair of wins for the Alex Reade Motorsport squad, while Adam and Martyn Smith each claimed a win for the Octane Junkies team.

Niall Murray won both Champion of Brands events on his comeback to Formula Ford action. The 2016 and 2018 National FF1600 champion and former Formula Ford Festival winner was able to bounce





Clark's RXC Spyder at Goddards on lap two. Matt Bell shook off an early challenge from Jason Rishover to retain third.

Clark was ahead from the opening lap of race two, with Bell and Jerome de Sadeleer duelling for second. De Sadeleer squeezed by into Goddards on lap seven and began to escape, but after a safety-car intervention Bell got him back after running side by side down the Craner Curves. It was a third win for Clark in the final race, with Rishover taking the SR3 class spoils in second from a duelling Chris Short and John Macleod.

Shane Kelly won the first F3 Cup race

after Stefano Leaney spun away a 23s lead at Coppice on the last lap. Leaney made amends with a 20s victory over Kelly and John Corbett in the second and third races.

Dan Gore's Jedi was a clear winner in the first Monoposto race, leaving the Dallaras of Chris Davison and Jason Timms duelling for second, with Davison sealing the place on the last lap. He went one better in race two after Gore ran wide exiting Goddards a lap from home, dropping to third behind Chris Woodhouse. Gore made amends in race three, winning comfortably from Timms and Davison.

PETER SCHERER



back from a slow start to pass both the Ray GR18 of Colin Queen and early pacesetter Thomas Mills (Spectrum KMR) to win race one, before claiming a lights-to-flag success in race two aboard his Van Diemen BD21. Mills followed up his runner-up spot from race one with another in the second outing, despite a "horrendous" start. Queen took third in the first race, but was beaten to the position in race two by the Van Diemen JL13 of Lucas Romanek, who made a decisive move at Graham Hill Bend on the final tour.

One driver who had some good fortune go

his way was reigning Sports 2000 champion Michael Gibbins. Hampered throughout 2021 by mechanical troubles with his new MCR S2, Gibbins was in the right place to snatch race-three victory when leader Tom Stoten (Gunn TS11) was slowed by backmarkers on the entry to Clearways on lap 20 of 25. "I cannot understand why they can't use their mirrors more," Stoten said. Stoten took victory in race one and was second to Joshua Law's MCR S2 in race two.

MARK LIBBETER

WEEKEND WINNERS

DONINGTON PARK

GT CUP

Race 1 Steve Burgess (Radical RXC GT3)

Race 2 Morgan Tillbrook/Marcus Clutton (McLaren 720S GT3)

Race 3 Shamus Jennings (Porsche 991 GTR)

Race 4 John Dhillon/Phil Quaife (Lamborghini Huracan GT3)

RADICAL SR1s

Race 1 James Lay

Race 2 Daryl De Leon

RADICAL CHALLENGE

Races 1, 2 & 3 Michael Clark (RXC Spyder)

F3 CUP

Race 1 Shane Kelly (Dallara F308)

Races 2 & 3 Stefano Leaney (Dallara F317)

MONOPOSTO

Races 1 & 3 Dan Gore (Jedi Mk6)

Race 2 Chris Davison (Dallara F301)

7 RACE SERIES

Races 1, 2 & 3 Mark Stansfield

GPR TROPHY

Race 1 Lloyd Huggins

Race 2 Robert Macfarlane

BRANDS HATCH

CLUBMANS SPORTS PROTOTYPES

Race 1 Steve Dickens (Mallock Mk29)

Race 2 Clive Wood (Mallock Mk23)

Race 3 Pete Richings (Mallock Mk30PR)

FOCUS CUP

Races 1 & 3 Simon Rudd

Race 2 Gary Mitchell

ENDUROKE

Races 1 & 2 Luke Reade

Race 3 Adam Smith

Race 4 Martyn Smith

CHAMPION OF BRANDS

Races 1 & 2 Niall Murray (Van Diemen BD21, below)

SPORTS 2000

Race 1 Tom Stoten (Gunn TS11)

Race 2 Josh Law (MCR S2)

Race 3 Michael Gibbins (MCR S2)

MODIFIED FORD SERIES

Race 1 Dave Cockell (Escort Cosworth)

Race 2 Neil Jessop (Escort Mk2)

Race 3 Wayne Crabtree (RS200)

Race 4 James Harris (Escort Mk2)

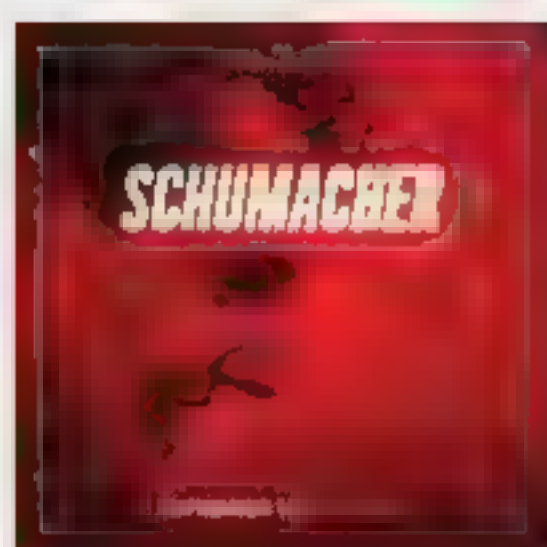
ELISE TROPHY

Jason McNulty (Elise S3)



For full results visit: tsl-timing.com

THE TWO SIDES TO AN F1 LEGEND



NETFLIX DOCUMENTARY SCHUMACHER

When Sebastian Vettel said recently that he was looking forward to the new Michael Schumacher Netflix documentary telling him things he didn't know,

it was easy to think he could be disappointed.

In a world where almost everything the seven-time world champion did was under the spotlight, you'd imagine that there wasn't much new to learn about his life and career. But over the near two hours of this movie, which was put together with the blessing of the Schumacher family, it's almost impossible not to come away with a feeling of changed perceptions about one of Formula 1's greatest icons.

Love him or loathe him for what he appeared to be on track, Schumacher's personality – the man inside the crash helmet – is instead uncovered, the film offering a rare insight into what he was like away from the pitlane and paddock.

The film exposes two sides of Schumacher's life. One is the story of the global sporting superstar who changed the course of F1 history for his central role in the resurrection of Ferrari as a force in modern grand prix racing. Then there's the family man who gave his all for wife Corinna and children Mick and Gina-Maria. And as the final chapter in his F1 career played out with Mercedes, it was ultimately that aspect of his life that drew him away from his first passion.

Manager Sabine Kehm recalls his reaction to being away from home in that final spell with Mercedes: "What am I doing here? I miss my family. Why am I so far away? I've realised it isn't as important as it used to be. My family is more important now."

For hardcore F1 fans, there's plenty within the documentary to grab attention. Primarily, there's a decent splash of racing action from the key moments of his career, thanks to Netflix having access to FOM's archive. But the film doesn't rely on race action for the sake of it. Instead, there's often a preference for the behind-the-scenes footage that gives a much greater understanding of what Schumacher was going through at the time.

This includes Ayrton Senna's confrontation with



him on the grid at the 1992 French Grand Prix, after he'd been taken out by the young German on the opening lap. And there are also the moments before the podium at Imola in 1994, when Schumacher is addressed by his Benetton boss Flavio Briatore and told that Senna was in a coma and that his condition did not look good.

It's in the television interviews after the events of Imola that we get to see the profound impact they had on Schumacher. And they're a world away from the steely, sometimes distant, character who was often portrayed on grand prix weekends.

Through the insights of drivers such as Eddie Irvine, David Coulthard and Mark Webber, and journalists Richard Williams and James Allen, allied to Schumacher family members, the door is opened on what the man was really like. You see the ultra-competitiveness that drove him throughout his motorsport career. A young Schumacher explains that he chose to race for Luxembourg rather than Germany in the World Junior Karting Championships that year because qualifying was cheaper – and if he lost, it wouldn't risk his chance of going to the world championships...

There are also repeated pointers to his innate belief that he could do no wrong, which is so closely associated with his more controversial moments. Ross Brawn reveals how it was only by watching a video replay of the collision with Jacques Villeneuve at the 1997 European Grand Prix that it dawned on Schumacher that he was at fault. And Coulthard recalls that during a clear-the-air session after their collision at the 1998 Belgian Grand Prix, Schumacher refused to accept that he had done anything wrong when he ran into the back of the McLaren. Asked by Coulthard if he ever made a mistake, Schumacher replied: "Not that I remember."



Schumacher had to be shown video of Jerez '97 clash before he could accept being in the wrong

Netflix offers an insight into a reluctant superstar and devoted husband and father

motorsport
IMAGES

Much of the film explores how he was uncomfortable with the attention that came with being an F1 superstar. FIA president Jean Todt, who became a close friend during the years they worked together at Ferrari, explains how Schumacher struggled with fame. "Don't make a star out of me," he was said to have asked as he began his F1 career. He was someone much happier being surrounded by family; be that Corinna and the children, or the magical period at Ferrari.

It's the words of Corinna and Mick that are the most moving of all, as they explain how life is so different in the wake of the skiing accident that left Schumacher with serious head injuries.

"Of course I miss Michael every day," says Corinna. "But it's not just me who misses him. The children, the family, his father, everyone around him. I mean, everybody misses Michael, but Michael is here. Different, but he's here, and that gives us strength. We're together. We live together at home. We do therapy. We do everything we can to make Michael better and to make sure he's comfortable. And to make him feel our family, our bond. And no matter, I will do everything I can. We all will."

And for Mick, who has been very circumspect in public about his father, the rawness of the situation comes across in the closing moments of the film as he reflects on the many happy times he had as a child with his dad. "Since the accident of course these experiences, these moments, that I believe many people have with their parents, are no longer present, or to a lesser extent," he explains. "And in my view, that is a little unfair."

And of the possibility to be able to talk about his motorsport experiences with his dad, Mick says simply: "I would give up everything for that."

JONATHAN NOBLE

WHAT'S ON

INTERNATIONAL MOTORSPORT

Russian Grand Prix

Formula 1 World Championship Round 15

Sochi, Russia

26 September

TV Live Sky Sports F1, Sun 1255

TV Highlights

Channel 4, Sun 1730, Sky Sports F1, Sun 2300

FIA Formula 2

Round 6/8

Sochi, Russia

25-26 September

TV Live Sky Sports F1, Sat 0810, Sat 1435, Sun 0910

FIA Formula 3

Round 7/7

Sochi, Russia

25-26 September

TV Live Sky Sports F1, Sat 0630, Sat 1135, Sun 0750

IndyCar Series

Round 16/16

Long Beach, USA

26 September

TV Live Sky Sports F1, Sun 2000

GT World Challenge Sprint Cup

Round 5/5

Valencia, Spain

25-26 September

TV Live on motorsport.tv,

Sat 0800, Sun 0800

Formula Regional European by Alpine

Round 8/10

Valencia, Spain

25-26 September

Euroformula Open

Round 7/8

Monza, Italy

25-26 September

International GT Open

Round 6/7

Monza, Italy

25-26 September

TCR Europe

Round 6/7

Monza, Italy

25-26 September

IMSA SportsCar

Round 10/12

Long Beach, USA

25 September

NASCAR Cup Series

Round 30/36

Las Vegas, USA

26 September

TV Live Premier Sports 1, Sun 2330

NASCAR Xfinity Series

Round 27/33

Las Vegas, USA

25 September

NASCAR Truck Series

Round 19/22

Las Vegas, USA

24 September

UK MOTORSPORT

Silverstone BARC

25-26 September

British F4, BTCC,

Ginetta GT Academy,

Ginetta Junior, Mini

Challenge Trophy,

Porsche Carrera Cup

TV Live ITV4, Sun 1100

Kirkistown 500MRCI

24-25 September

Emerson Fittipaldi

Trophy, Fiesta Zetecs, Formula Sheane, Formula Vee, Legends, Martin Donnelly Trophy, NI FF1600, Roadsports, Saloons/Supercars/Mazdas, Superkarts

Snetterton MSVR

25 September

F3 Cup, Northern

Saloon and Sports Cars,

Production GTIs, Toyo

Tires Racing Saloons/

Production Golf & BMWs,

Z Cars/New Gen PBMWs

Donington Park BRSCC

25-26 September

BMW Compact Cup,

Clubsport Trophy,

Fiestas, Fiesta Juniors,

MX-5 (Championship,

Clubman, Mk4 Trophy,

Supercup), British

Superkarts, Zeo

Prototype Cup

Anglesey CSCC

25-26 September

Classic K, Future

Classics, Magnificent

Sevens, Modern Classics,

New Millennium, Open

Series, Swinging 60s,

Tin Tops, Turbo Tin Tops

Brands Hatch CTA

26 September

Civic Cup, Time Attack,

Type R Trophy

Trackrod Rally Yorkshire

British Rally

Championship

24-25 September

Scarborough

British Rallycross Championship

25-26 September

Knockhill

British Hillclimb Championship

25-26 September

Loton Park, England

British Drag Racing Championship

Santa Pod

25-26 September



From Russia with shove?
Let's hope for a clean race

FINISHING STRAIGHT



FROM THE ARCHIVE

Nigel Mansell's Williams-Renault FW14 sends up a shower of sparks en route to victory in the 1991 German Grand Prix at Hockenheim, his third of five wins that season. Having qualified on

pole position, 0.187 seconds ahead of the McLaren-Honda MP4/6 of championship rival Ayrton Senna, the Briton was a class apart on race day. He rocketed off the line to take control, only briefly relinquishing the lead

when he stopped to change tyres. Mansell crossed the line 14s ahead of team-mate Riccardo Patrese, with third going to the Ferrari 643 of Jean Alesi, who had gambled on going the distance on one set of hard Goodyears.

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WHAT COULD HAVE BEEN

When a career-changing move goes begging

JACKIE STEWART

From 1968 to 1973, Jackie Stewart won 25 world championship Formula 1 races and three drivers' titles. Ferrari won just eight points-paying grands prix during that time, but things could have been different if plans for 1968 had gone the way Enzo Ferrari intended.

During his unsuccessful 1967 campaign with BRM, Stewart made what was supposed to be a secret visit to Maranello to discuss a possible deal.

"It was like *Star Wars* in comparison to any F1 operation everywhere else," recalls Stewart, who successfully negotiated that he could continue to drive a Ken Tyrrell-prepared Matra in F2, albeit powered by the Italian company's engines. A combined F1-F2 deal was on the table. "I was impressed, but I didn't know what to do, so I said I'd think about it."

Before anything was signed, Stewart travelled to Enna-Pergusa for a European F2 round with his Matra team-mate Jacky Ickx, who asked if he would accept the Ferrari offer. Stewart was shocked to discover that Ickx too had been approached, and promptly decided that he would leave it to the Belgian.

"It was an instantaneous thing," says Stewart, who admits he was "already

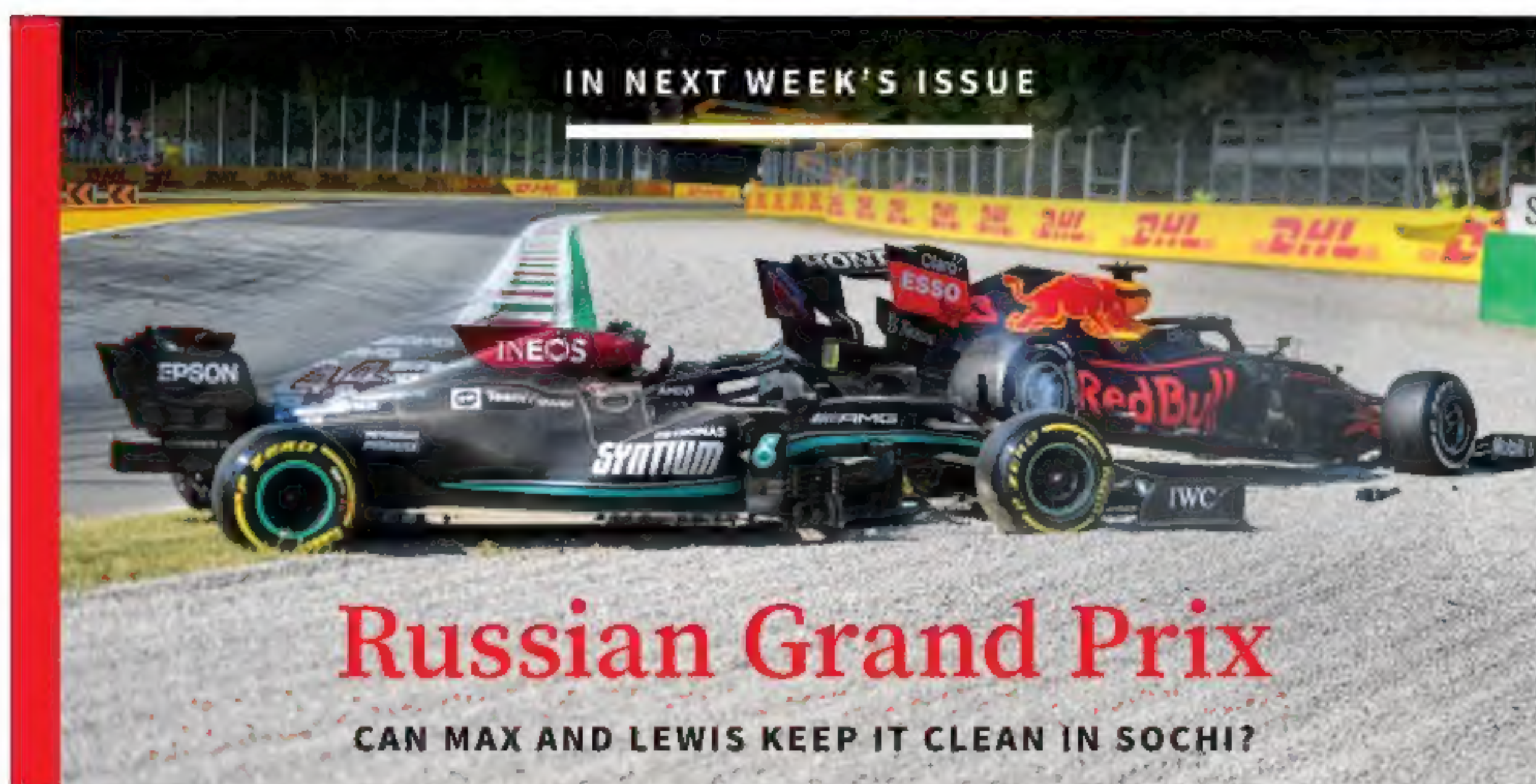
frightened" about the prospect of working for the highly political team that had made John Surtees's position untenable in 1966. "I phoned Franco Gozzi and told him the deal was off. He said, 'But you shook Il Commendatore's hand.' And I said, 'Yes, and he shook mine, but now Jacky Ickx tells me that he's been offered my drive.' He said, 'There must be some mistake.' I said, 'Well, it's a mistake that tells me I shouldn't be driving for Ferrari.'"

Ickx did indeed go to Ferrari, winning the French GP, while Stewart, Matra and Tyrrell narrowly missed out on the 1968 F1 crown before dominating the following year.

The 1969 season was a poor one for Ferrari, with Chris Amon scoring its only podium – Ickx flourished by moving for a season to Brabham – and while the 1970 312B was a better proposition than the March 701 with which Stewart was saddled, Ferrari returnee Ickx couldn't recover his points deficit to Jochen Rindt after the Lotus driver was killed at Monza.

By the time Ferrari won its next title with Niki Lauda in 1975, Stewart had won two more championships with Tyrrell and retired.

KEVIN TURNER



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